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Canadian Transport Commission

Railway Transport Committee

JUDGMENTS, ORDERS, REGULATIONS AND RULINGS

INDEX TO VOLUME 57

from
JANUARY 1, 1967
to
DECEMBER 31, 1967

Canadian Transport Commission

Railway Transport Committee

INDEX TO VOLUME 57

OF

JUDGMENTS, ORDERS, REGULATIONS AND RULINGS ISSUED BY:
THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA
JANUARY 1, 1967 TO SEPTEMBER 18, 1967;
AND
THE RAILWAY TRANSPORT COMMITTEE
SEPTEMBER 19, 1967 TO DECEMBER 31, 1967

Note: On proclamation of Part I of the National Transportation Act on September 19, 1967, the Canadian Transport Commission was established, and the former Board of Transport Commissioners for Canada became a part of the new Commission as the Railway Transport Committee.

In order to identify Orders of the Railway Transport Committee, a new numbering sequence was instituted by prefixing the Order numbers with the letter "R", and beginning the sequence with the number 1.

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The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of the Province of Alberta for a review by the Board of Order No. 118679, dated October 14, 1965, and for an Order varying said Order No. 118679 so as to include as a shareable item the cost of the approaches to the overpass at mileage 5.70 Three Hills Subdivision, Canadian National Railways, authorized to be reconstructed by said Order No. 118679.

*File No. 10821.28
January 10, 1967*

BEFORE:

ROD. KERR, Q.C.,
J.E. DUMONTIER,
W.R. IRWIN,

*Chief Commissioner,
Deputy Chief Commissioner,
Commissioner.*

APPEARANCES:

S.A. FREIDMAN, Q.C.,
A.V. MAURO, Q.C.,
and
M.E. ROTHSTEIN }
H.M. KETCHESON, Q.C.,
H.J.G. PYE
and
J.F. REGWALL }

*for the Province of Alberta.
for the Province of Manitoba.
for the Province of Saskatchewan.
for the Canadian National Railways.*

Heard at Edmonton, Alta., on October 21, 1966.

JUDGMENT

KERR, C.C.:

By its Order No. 118679, dated October 14, 1965, which was issued without a public hearing on the basis of the information then on file, the Board authorized the Department of Highways of the Province of Alberta to reconstruct and improve the overhead bridge carrying Highway No. 12 across and over the right-of-way and track of the Canadian National Railways near Alix, Alberta. In that Order

the Board also directed that, "Fifty per cent of the cost of reconstruction and improvement of the said overhead bridge, or the sum of \$45,000, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund". The grant that the Board may make towards the cost of reconstruction of an existing grade separation is limited to 50% of the cost or \$250,000, whichever is the lesser.

Prior to the making of the Order the Department of Highways had submitted a detailed estimate of the cost of the proposed structure and its approaches, amounting to \$191,300; and after the Order was made the Department wrote to the Board asking why the amount of the grant from the Fund was limited to \$45,000, and also asked for a review of the decision on cost sharing so as to include the cost of the approaches of the reconstructed bridge as a shareable item from the Fund. The Board then replied by letter to the effect that the construction of the approaches was considered by the Board to be part of the relocation and improvement of the highway which was being relocated in the vicinity of the bridge and that it was not considered to be part of the work of reconstruction and improvement of the grade separation on which a contribution from the Fund may be based.

The Province of Alberta asked for a review of the Order and a hearing in Edmonton. The Board granted this request and heard evidence and argument at Edmonton on October 21, 1966. At the hearing the Provinces of Manitoba and Saskatchewan intervened and made submissions through Counsel. The Board heard evidence given by Mr. E.J. Sanden, Chief Bridge Engineer of the Department of Highways of Alberta.

Section 265 of the Railway Act contains provisions for credits to "The Railway Grade Crossing Fund" and for grants therefrom. Subsection (1) reads as follows:

"265(1) The sums heretofore or hereafter appropriated and set apart to aid actual construction work for the protection, safety and convenience of the public in respect of crossings shall be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", and shall, insofar as not already applied, be applied by the Board in its discretion, subject to the limitations set forth in this section, solely towards the cost, not including that of maintenance and operation, of

- (a) work actually done for the protection, safety and convenience of the public in respect of existing crossings at rail level, and
- (b) work actually done in respect of reconstruction and improvement of grade separations that are in existence at crossings upon the coming into force of this subsection and that, in the opinion of the Board, are not adequate, by reason of their location, design or size, for the highway traffic using them, and

(c) placing reflective markings on the sides of railway cars."

Not every reconstruction of an existing grade separation qualifies for a grant from the Fund. By virtue of section 265, in order to qualify, the grade separation must be one that was in existence when subsection (1) came into force on June 28, 1955; it must be one that, in the opinion of the Board, is not adequate, by reason of its location, design or size, for the highway traffic using it; and the work must be actually done in respect of reconstruction and improvement of the grade separation.

The question whether the whole or only part of a particular grade separation work and its cost qualifies for a grant from the Fund cannot be resolved by a formula. Each work will have to be considered along with its attendant circumstances, bearing in mind that the purposes of the Fund are directly related to the railway — highway crossing situation. What work by way of reconstruction of an existing grade separation is necessary in order to provide a grade separation that will be adequate for the highway traffic using it, and whether a particular reconstruction project includes work that is unrelated to the railway — highway crossing situation, depend on various factors, including the physical features of the locality, the location and route of the highway and the railway, grades, sight lines, etc. I shall give two hypothetical examples of situations in this connection.

First, the situation in which an overhead bridge carrying a highway over and across a railway is being reconstructed, and the new structure is designed not only to provide an adequate overhead crossing of the railway but also to improve some highway condition that is unrelated to the crossing. The overhead bridge, including its approaches, is too narrow for highway traffic and, for that reason, requires to be widened and reconstructed, and this can be done adequately at its present location. But there also is a highway curve some distance from the crossing, and unrelated to it, that should be eliminated solely for the purpose of improving the highway at that point, and elimination of the highway curve can be best accomplished by changing the course of the highway towards the bridge. The change in the highway will require the bridge to be placed at a new location and with longer approaches and at greater cost than would be entailed in providing an adequate overhead bridge and its approaches at its existing location. It may be prudent and economic to accomplish both objectives, i.e., elimination of the highway curve and provision of an adequate overhead bridge, by reconstructing the grade separation at the new location. But if the cost of reconstructing the bridge and its approaches at the new location exceeds what the cost would be of reconstructing it, including proper approaches, to safe and adequate standards at its existing location, I do not think that the excess of such cost should be included in the amount towards which a grant from the Fund should be made, for the excess is because of work that is predominantly for the improve-

ment of a portion of highway that is unrelated to the railway – highway crossing situation.

Another example is one where the railway was constructed at a sharp angle with the highway, but for reasons of economy the overhead bridge or subway was built at or near right angles with the track, thereby introducing sharp curves in the highway which otherwise would be straight. If, to diminish this dangerous condition and for other reasons it becomes necessary to reconstruct the overhead bridge or subway, the cost of its reconstruction at a new alignment or at a new location as well as the cost of adequate approaches should be considered as a proper basis for a grant from the Fund.

In the case of the reconstruction of the overhead bridge near Alix, the Order of the Board to limit the grant from the Fund to \$45,000 was made on the basis of the information on file at the time the Order was issued. The information was not as complete then as it is now. Upon the review of the Order and upon hearing the evidence and submissions at the hearing at Edmonton and upon a personal inspection of the work by the members of the Board who heard the case, along with the Board's Director of Engineering and one of its District Engineers, we are satisfied that all of the work, including the approaches, was so directly related to the crossing situation and the reconstruction and improvement of the existing grade separation that the grant from the Fund should be based upon the entire reasonable cost of the work.

An appropriate Order amending Order No. 118679 will be issued accordingly in due course to increase the grant to fifty per cent of such cost.

(Sgd) ROD. KERR

I concur:

(Sgd) J.E. DUMONTIER

I concur:

(Sgd) W.R. IRWIN

Ottawa, January 10, 1967.

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of Canadian National Railways for leave to discontinue passenger trains Nos. 988, 989, 990 and 991, operating between Toronto and Hamilton, Province of Ontario, to take effect upon the institution of the commuter service proposed by the Province of Ontario.

*File No. 27563.522
January 23, 1967.*

BEFORE:

H.H. GRIFFIN,
W.R. IRWIN,
A.S. KIRK,

*Assistant Chief Commissioner.
Commissioner.
Commissioner.*

APPEARANCES:

H.J.G. PYE
and
A.J. PASTOR
C.R. DEMARAY,

for Canadian National Railways.

E.L. MOORE,

*for the Corporation of the City of
Hamilton.*

FRANK D. TURVILLE, Q.C.,

*for the Corporation of the Town of
Burlington.*

R.G. QUANCE,

*for Her Majesty the Queen in right
of the Province of Ontario as
represented herein by the Minister
of Highways for the Province.*

VICTOR HANDFORTH,

*representing Bayview Lodge No.
226 Brotherhood of Railroad
Trainmen
Lorne Park, in person.*

Heard at Toronto, Ont., December 15 and 16, 1966.

JUDGMENT

GRIFFIN, A.C.C.:

This is an application of Canadian National Railways for leave to discontinue passenger trains Nos. 988, 989, 990 and 991 operating between Toronto and Hamilton. At the time of the Company's application these trains were Nos. 920, 921, 922 and 923. The application is to have the discontinuance take effect upon the institution of a computer service proposed by the Province of Ontario.

The new proposed government commuter service will operate from Toronto westerly to the City of Hamilton and from Toronto easterly to Pickering. It will use existing Canadian National Railways' trackage. The service to be provided will be a service of the Government of Ontario and will not form part of Canadian National Railways' operations. All rolling stock, including the motive power, is being purchased by, and will be owned by, the Province of Ontario. The Province will set the level of tolls and will issue its own tickets. It will determine the level of service to be provided. Canadian National Railways, in addition to providing the right-of-way on which the service will be operated, will provide the staff to man the trains. An agreement has been reached (although no formal agreement exists) with respect to Canadian National's part of the operation. This, in the submission of Counsel, establishes a relationship of principal and agent as between the Province and the Railway Company.

To be sure that I have correctly described the nature of the proposed service, I set out below an excerpt from the argument addressed to the Board by Mr. Pye:

"MR. PYE: Perhaps in just the vein in which I was carrying on, I would just like to refer to the arrangements as such that tend to indicate of course that this is not in any way a service being performed by a railway company, namely, Canadian National, as subject to the Board's jurisdiction, and in that regard I refer to the fact that all the equipment as we have heard in evidence will be owned by the province, both rolling stock and motive power, all ticketing will be done by the province, the level of tolls will be set by the province, the stations will be owned by the government, Canadian National will be paid any of its costs plus a management fee to perform certain aspects of the service as agent of the Province and not in any way as part of Canadian National's service to the public. The very agreement between the parties, as we indicated, establishes the agent-principal relationship between the parties."

The proposed service to and from Hamilton will be practically the same as now.

Although the proposed schedules have not been completed, there will be a substantial increase in the number of trains operating between Toronto and Oakville and there will be an almost entirely new service between Toronto and Pickering. Certain engineering problems arise which are being met by the Province and the Railway Company.

Having heard detailed evidence as to the adequacy of the equipment and service proposed, and in the absence of any substantial objection, the Board deemed the public interest best served by giving a prompt decision in this matter. For the Board, I gave the following oral Judgment at the conclusion of the hearing:

“THE ASSISTANT CHIEF: Then I will make clear the Board’s position as I set it out at the outset and refer to the decision that we have arrived at and how we shall deal with the matter.

The application, as everyone here knows, was one by the Railway Company to discontinue the service provided by certain trains. We expressed the view that if we were to accede to that application we didn’t want the time to pass with any doubt in the minds of those concerned as to whether the Board would endeavour to exercise jurisdiction in respect of the proposed service. We therefore wished that issue dealt with here as it has been dealt with and we wish our determination of that to be part of our decision in these proceedings. So that if that decision is adverse to any of the parties they may have an opportunity of appealing it in the hope of receiving a decision of the appellate body in the time or by the time when they require it. And I make that quite clear that our decision in respect of jurisdiction is an integral part of these proceedings.

On the application itself we have had the advantage of having heard, not only from counsel on behalf of the Province of Ontario and on behalf of Canadian National Railways, but also from the City counsel and I refer to the counsel of the Cities of Burlington and Hamilton.

The original objection of the City of Hamilton has, in the words of its counsel, not necessarily been withdrawn but has been modified.

As I understand the submission made by Mr. Quance on behalf of Bayview Lodge No. 226 of the Brotherhood of Railroad Trainmen he makes on their behalf certain observations and comments, but I have not in a cursory examination of it read such as amounts to an objection.

Mr. Handforth and his colleague were the only two patrons of the service to appear. Mr. Handforth stated his objections in respect of the station of Lorne Park and I was glad to see that he had appeared here, but he was only one of some 1,000 passengers on the average handled per trip by these trains.

In the circumstances and in the light of the evidence that we have heard and the submissions that have been made we do not think it would be in the public interest merely to say that we reserve our judgment in respect of this matter, then to return to Ottawa and in due course hand down our decision. We think that the public interest in these circumstances is best served by a prompt and clear decision.

We therefore intend to issue an order approving the application but not to do so until we have determined the matter of jurisdiction and then to couple with that order our decision in respect to jurisdiction. How soon we will arrive at that decision I do not know. We will endeavour to be prompt but there are other things from time to time that intervene. We will however not allow any delay to occur that we can avoid.

Have I made that clear, Mr. Pye?

MR. PYE: Yes, sir. As I understand it then, if I may just recap, the application is in fact approved but that no order will issue until the matter of jurisdiction has been resolved by the Board and it will be contained in the same order.

THE ASSISTANT CHIEF: That is correct. We are stating our intention because we think it in the public interest to do so but as the Board has so often stated in the past it speaks with its judgments and orders and until that order issues that action of approval has not in fact been taken. Have I made the Board's position clear, Mr. Turville?

MR. TURVILLE: Eminently clear, sir. I think it is entirely fair."

The matter remaining to be determined is whether the Board has jurisdiction over the tolls to be charged by the Province in respect of the proposed commuter service. I may say at this point that the Board is neither reaching out for jurisdiction nor being reluctant to exercise it. The whole question is whether by statute the Board is bound to exercise a jurisdiction given to it by the Railway Act.

The stand of Mr. Turville and Mr. Pye is that the Board has no jurisdiction.

It is only necessary for me to deal with the argument that the definition of "toll" or "rate", as set out in subsection 32 of Section 2 of the Railway Act, is limited to charges made by a railway company or person otherwise subject to the provisions of the Railway Act and that, as the proposed tolls will be charged by the Crown in the right of the Province of Ontario, the Board has no jurisdiction.

Mr. Pye, while adhering to this position, says that if the proposed tolls do come within the definition of "toll" or "rate", in subsection 32 of Section 2 of the Railway Act, then they are within the jurisdiction of the Board. His

submission, as stated above, is that they do not, for, to do so, they must be charges made by a railway company or person subject to the provisions of the Railway Act.

The definition of "toll" or "rate" in the subsection above referred to is, in part, as follows:

"'toll' or 'rate', when used with reference to a railway, means any toll, rate, charge or allowance charged or made *either by the company, or upon or in respect of a railway owned or operated by the company*, or by any person on behalf or under authority or consent of the company, in connection with the carriage and transportation of passengers.....and includes any toll, rate, charge or allowance so charged or made in connection with rolling stock, or the use thereof, or any instrumentality or facility of carriage, shipment or transportation, irrespective of ownership or of any contract, expressed or implied, with respect to the use thereof....."

"Railway" is defined by subsection 21 of Section 2 of the Railway Act as:

"Any railway that the company has authority to construct or operate, and includes all branches, extensions, sidings, stations, depots, wharves, rolling stock, equipment, stores, property real or personal and works connected therewith, and also any railway bridge, tunnel or other structure which the company is authorized to construct; and, except where the context is inapplicable, includes street railway and tramway".

Mr. Pye submits that the words in subsection 32 should not be taken out of context or out of the general intent and purpose of the Act. However, I find the words clear, and have discovered nothing in the Act that gives them a different meaning.

Numerous provisions of the Railway Act deal with tolls and charges for railway services, placing upon the Board duties and responsibilities in respect thereof. Among them are Section 317 — equality of tolls and prohibition of unjust discrimination; Section 326(5) — tariff filing; Section 328 — power in the Board to disallow, etc. tolls and to fix, determine and enforce just and reasonable rates, and Section 352 — no transportation of passengers except on payment of fares properly chargeable under tariffs filed with the Board.

A primary purpose of the numerous provisions of the Railway Act in respect of tolls is to ensure just and reasonable and non-discriminatory tolls to persons using the railways and to provide recourse to a regulatory body, the Board, and power in that body to protect the users of the railways and to fix, determine and enforce just and reasonable rates. The whole purport of these provisions is to cast upon the Board a responsibility for the protection of the public in respect of a railway under the jurisdiction of the Parliament of Canada. If the Crown, or a railway company through an agreement made between it and the Crown, is not

subject to those provisions, the purpose of the provisions may be defeated. Although some of the sections are directed specifically to the "company" and although the Crown is not specifically mentioned, I think that the provisions as to just and reasonable and non-discriminatory rates and tariff filing, and as to the powers of the Board in that respect, are binding on the Crown and Canadian National Railways in the circumstances under consideration here.

Moreover, in my opinion the proposed tolls are to be charged *in respect of a railway* owned by Canadian National Railways, which is a company within the meaning of subsection 32 of Section 2.

An Order will be made consisting of two parts:

(a) giving authority to discontinue trains Nos. 988, 989, 990 and 991 operating between Toronto and Hamilton, such discontinuance to take effect only upon the institution of the commuter service proposed by the Province of Ontario, and

(b) declaring that, in the opinion of this Board, it has jurisdiction in respect of the tolls to be charged by the Province of Ontario in respect of the proposed service.

(SGD) H.H. GRIFFIN.

Ottawa,
January 23, 1967.

I concur:

(SGD) W.R. IRWIN.

KIRK, C.

I concur in the Judgment of the Assistant Chief Commissioner insofar as it grants the application of the Canadian National Railways (hereinafter referred to as the railway) to discontinue the operation of the four trains mentioned therein.

I disagree with the finding that the Board "has jurisdiction in respect of the tolls to be charged by the Province of Ontario in respect of the proposed service." But as I am of the opinion this is a question of law, Section 12(2) of the Railway Act requires that the opinion of the presiding Assistant Chief Commissioner shall prevail.

My reasons for disagreement with the aforesaid finding are as follows:

1. The decision upon the point of law does not indicate what statutory authority empowers the Board to assert jurisdiction over the Province, and I am not aware of any such authority.
2. The Province has embarked upon a plan, at considerable public expense, to supplement existing and continuing commuting service with the additional objective of attracting automobile drivers from the use of public highways.
3. The necessity of subsidization by the Province is foreseen and accepted, apart from the revenue to be derived from competitive pricing designed to attain the above objectives.
4. The Board's jurisdiction over the railway is in no way diminished by the arrangement between the railway and the Province. The Board will and must continue to exercise its regulatory functions respecting the safety of operation and it has a continuing jurisdiction over the railway respecting its tolls.
5. The railway is to be recompensed by the Province for the services it will perform for the Province and such services, in reality, include the carriage of passengers.
6. Section 338 of the Railway Act provides that the railway is authorized to issue two classes of passenger tariffs of tolls, i.e., a standard tariff of maximum mileage tolls and special tariffs of tolls where tolls lower than standard are made applicable.
7. A standard tariff of tolls is in effect and will continue in effect.
8. The charges which the railway exacts from the Province for the contemplated service are tolls for the carriage of the Province's rolling stock and the persons whom the Province allows therein.

9. Section 338(3) of the Railway Act requires that special passenger tariffs specify the tolls to be charged by the company for passengers when they are lower than the standard tolls, and appears to be broad enough to be applied to what is stated in paragraph 8 above.

Over a long period of time the Board has accepted into its files tariffs of the railway which establish charges pursuant to agreements for the mass carriage of persons by the railway. One such tariff currently effective establishes lump sum round trip charges per day according to the number of passenger-carrying cars in the trains involved. Included in the tariff and forming part thereof is an agreement entered into between the Crown in the right of Canada and the railway providing for a train service to transport employees of the Crown.

This agreement differs with the service involved in these proceedings mainly to the extent that the railway furnishes the rolling stock and performs the operation and that the persons carried are employees and not the general public. Nevertheless the principle is substantially the same in that the railway is not concerned with whether or not the persons so carried are charged by the Crown or that such transportation as is thus provided is or is not a part of the emolument of the employee.

Therefore I am of the opinion the requirements of the Railway Act can be adequately and properly met by the simple process of the railway filing with the Board, as a tariff, the agreement which it has or will have with the Province and which must contain a full disclosure of the remuneration the railway will receive for the carriage and services it performs.

signed: A.S. KIRK

Ottawa, January 23, 1967.

ORDER NO. 123287

MONDAY, THE 23RD DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of Canadian National Railways for leave to discontinue passenger trains Nos. 988, 989, 990 and 991, operating between Toronto and Hamilton, Province of Ontario, to take effect upon the institution of the commuter service proposed by the Province of Ontario:

File No. 27563.522

UPON hearing the application at a sittings of the Board held in Toronto, Ontario, on December 15th and 16th, 1966, in the presence of Counsel for the Canadian National Railways, the Corporation of the City of Hamilton, the Corporation of the Town of Burlington, Her Majesty the Queen in right of the Province of Ontario as represented herein by the Minister of Highways for the Province of Ontario, R.G. Quance representing Bayview Lodge No. 226, Brotherhood of Railroad Trainmen, and Victor Handforth in person—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to discontinue trains Nos. 988, 989, 990 and 991 operating between Toronto and Hamilton, such discontinuance to take effect only upon the institution of the commuter service proposed by the Province of Ontario, and

THE BOARD HEREBY DECLARES:

It has jurisdiction in respect of the tolls to be charged by the Province of Ontario in respect of the proposed service.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of James Edward Alfred Sykes and Anne Louise Sykes for an Order under Sections 275-276 of the Railway Act directing The Lake Erie and Detroit River Railway Company to provide a farm crossing.

*File No. 3294.58
January 31, 1967*

JUDGMENT

BY THE BOARD:

In June of 1965 the Board received a letter from Messrs. Kerr and Wood of Blenheim, Ontario, Solicitors for a Mr. Edward Sykes, stating that the Chesapeake and Ohio Railway Company was not willing to bear the cost of a farm crossing on Mr. Sykes' property and asking what steps would have to be taken to secure such.

James Edward Alfred Sykes and Anne Louise Sykes are the owners of lands composed of the southwest half of the south-east half of Lot 21 in the 14th Concession of the Township of Raleigh, in the Province of Ontario. They had purchased the lands earlier in 1965 from a Mr. John David Ramsdale and Donna Ramsdale, his wife.

On Lot 21 there are two farm crossings over the Chesapeake and Ohio Railway lines but neither of them are on that portion of Lot 21 of which the Sykes are now owners. The substance of the complaint placed before the Board was that the Railway Company was not willing to pay for a new crossing on the Sykes property.

On August 5th, 1965, the matter was brought formally before the Board by the filing of an application by the Sykes. The application asks that an Order be made directing The Lake Erie and Detroit River Railway Company (the lessor to the Chesapeake and Ohio of the line of railway) to provide and construct a suitable farm crossing where the Company's railway intersects their farm in Lot 21.

The Lake Erie and Detroit River Railway Company has filed an Answer to the application, the Applicants have filed a Reply, and the parties have agreed that the Board make its decision upon the material filed with it.

In September last the Board arranged with the parties for its District Inspector to make an inspection of the property. This he did on October 5th, meeting there members of the Applicants' family and those of the neighbouring Ramsdale family. It appeared that the Applicants have no difficulty in using the existing crossing on the Ramsdale property and do not expect that there would be any difficulty. The application apparently arises from the fact that the purchase of the property was from funds secured from the Ontario Junior Farmer Establishment Loan Corporation, who hold a mortgage on the property and who, it is said, "will not finalize the contract" until the Applicants have either a crossing on the property or an easement permitting the use of the crossing which is on the Ramsdale property. Following this meeting, the Applicants' Solicitor expected to be able to secure an easement to permit of the Applicants' use of the existing crossing. Negotiations ensued but on December 17th the Applicants' Solicitor wrote to the Board's District Inspector to say that the Applicants wish the Board's formal decision on their application.

The Applicants say that they own the lands already described above consisting of fifty acres more or less, save and except some one and a half acres conveyed to The Lake Erie and Detroit River Railway Company; further, that by reason of the construction of the railway they are deprived of access to that part of Lot 21 lying across and north-westerly of the right-of-way, and that such access is necessary for the enjoyment of their lands.

The Railway Company, in answer, says that it acquired its right-of-way across the south half of Lot 21 by conveyance registered in 1892; two farm crossings have been constructed, and that, subsequent to that construction, the south half of Lot 21 was subdivided; further, that the Applicants became the owners of the southwest half of the south-east half of Lot 21 by conveyance registered in March, 1965; that the Applicants have requested the Railway Company to construct a farm crossing approximately fifty feet west of an existing farm crossing on an adjoining parcel of land at mileage 3649 + 35, and that there is a second farm crossing to the east and within one thousand feet of the existing farm crossing at mileage 3649 + 35. The Railway Company submits that there is no need for three farm crossings in the south half (commonly known as the south-east half) of Lot 21, and that, moreover, the Applicants are not entitled to a farm crossing pursuant to Section 275 of the Railway Act.

The Railway Company has no objection to the farm crossing requested by the Applicants, provided that the construction and maintenance is at the expense of the Applicants and provided that one of the existing farm crossings referred to above is closed.

Alternatively, the Railway Company has no objection to relocating the existing farm crossing now at mileage 3649 + 35 at the Applicants' expense as to relocation and maintenance.

The Railway Company further pleads that:

1. The line of railway was carried across Lot 21 and the existing farm crossings were constructed prior to the subdivision of the south half (commonly called the south-east half of Lot 21).

2. The existence of more than two farm crossings across the railway on the south half of Lot 21 is unnecessary.

3. Until acquisition by the Applicants of the south-west half of the south-east half of Lot 21, the two existing farm crossings provided the owners with good and sufficient access.

4. The Applicants' alleged need for a crossing would be satisfied by their obtaining the right to cross over part of the lands, being the south-east half of the south-east half of Lot 21, using therefor the existing lane or obtaining a right-of-way or easement from their lands to the existing farm crossing at mileage 3649 + 35.

The Railway Company further says that the Applicants are entitled to the benefit of an implied way of necessity or right-of-way across part of the south-east half of the south-east half of Lot 21 to enable them to use the existing crossing at mileage 3649 + 35 and that their proper remedy is to seek redress against the owner or owners of that property.

In their reply the Applicants set out the reason why they have no access to their lands lying across the line of railway and plead that more than two farm crossings are necessary and that "the need is warranted, having regard to the risks and the public interest"; further, that the farmer's lane referred to above is on the Applicants' property until shortly before it reaches the right-of-way, and that it could have been constructed in a straight line so as to intercept the right-of-way at the place of crossing proposed by the Applicants and where the clearance from overhead wires is greater.

The Applicants have filed with the Board an Abstract of Title to the south-east half of Lot 21.

From the Abstract it appears that the south-easterly part of Lot 21 was granted by the Crown to one David Hirst in 1847. It became the property of Martha Hirst as trustee under a Will registered in 1887. The railway right-of-way, consisting of 3-15/100 acres, was sold in 1892 by the trustee to the Railway Company.

On the 7th March, 1933, Hanna Hirst, described as the widow and administratrix of David Hirst, Jr., granted to one Earl B. Ramsdale the south-west half

of the south-east half of the lot, except that portion conveyed to the railway. This is referred to hereinafter as the "parcel".

In 1955, Earl B. Ramsdale, with his wife barring dower, granted the parcel to John D. Ramsdale. By an instrument entitled "Lease and Grant", dated January, 1963, John D. Ramsdale and Donna L. Ramsdale granted the parcel to Imperial Oil Limited. On March 1st, 1965, John D. Ramsdale, his wife barring dower, granted the parcel to James E.A. Sykes and Anne L. Sykes. It would appear that this is the same parcel granted to Imperial Oil Limited. On August 18th, 1965, Imperial Oil Limited surrendered the lease to the parcel.

The documents before the Board show that the parcel was subdivided length-wise on a north-westerly and south-easterly axis, which axis cut across the railway right-of-way but the parcel has never been separated into two separate holdings divided by the railway. It was only after the railway right-of-way was sold that the land was divided into east and west halves, both of which straddled the railway the length of the original grant.

In summary, therefore, the Applicants bought from John D. Ramsdale the parcel granted to him by Earl B. Ramsdale who, in turn, had acquired it from the heirs of the original patentee. In other words, the title to the Applicants' lands has remained undivided since the original grant from the Crown.

The decisions regarding the right to farm crossings under Section 275 of the Railway Act can be summarized somewhat as follows: The right (i.e. to a farm crossing) arises under this section when the railway is carried across the lands of an owner in such a way as to leave a parcel of his land on each side of the railway. The right to a farm crossing under this section runs with the land and is not affected by the lapse of time before such right is claimed. (See *Crozier v. C.P.R.*, 28 C.R.C. 157).

The Board must in each instance determine whether the facts support the application. In the light of the facts of this particular case, as they appear on file, and bearing in mind the nature and extent of the Applicants' property, the Board finds that the Applicants are entitled to a crossing under Section 275 of the Railway Act. If within the next ninety days the Lake Erie and Detroit River Railway Company does not provide the Applicants with a farm crossing at a location to be agreed upon between the said Company and the Applicants, an Order will issue directing the said Company to provide such farm crossing at a location which then will be determined by an Engineer of the Board.

(Signed) H.H. GRIFFIN.

(Signed) J.E. DUMONTIER.

Ottawa, January 31st, 1967.

57 B.T.C.

The Board of
Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 123085

MONDAY, THE 9TH DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association, under the provisions of Part III of General Order No. T-1, for approval of Supplement No. 3 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.3:

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

The said Supplement No. 3 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.3, is approved.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123093

TUESDAY, THE 10TH DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF changes in
rate grouping of certain telephone
exchanges of the Bell Telephone
Company of Canada:*

File No. 46638.1

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41, and upon consideration of the representations of the Township of Caradoc, Ontario; the Municipal Corporation of Saint-Louis de Terrebonne, Quebec; Mr. Victor R. Homersham and Mr. W. H. Upshall, both of Vineland Station, Ontario; and of the replies of The Bell Telephone Company of Canada with respect thereto —

IT IS HEREBY ORDERED AS FOLLOWS:

Effective on not less than thirty days' notice by appropriate tariff amendments, The Bell Telephone Company of Canada shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned, to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>		<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Aeroporto Bagotville,	Que.	7	8
Ajax-Pickering,	Ont.	7	8
Bala,	Ont.	3	4
Belleville,	Ont.	6	7
Campbellville,	Ont.	4	5
Dunham,	Que.	4	5
Gormley,	Ont.	7	8
Harriston,	Ont.	2	3
Hespeler,	Ont.	8	9
Kleinburg,	Ont.	5	6
Low,	Que.	3	4
Markdale,	Ont.	2	3
Milton,	Ont.	4	5
Mount Forest,	Ont.	3	4

<u>Exchange</u>		<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Queensville,	Ont.	5	6
Rawdon,	Que.	6	7
Ridgeville,	Ont.	6	7
St-Alexandre,	Que.	5	6
St-Henri-de-Mascouche,	Que.	4	5
Severn Bridge,	Ont.	6	7
Strathroy,	Ont.	4	5
Terrebonne Heights,	Que.	4	5
Tottenham,	Ont.	4	5
Vineland,	Ont.	7	8
Wabigoon,	Ont.	4	5

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
 The Board of Transport Commissioners for Canada.

ORDER NO. 123161

MONDAY, THE 16TH DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under section 353 of the Railway Act, for authority to publish rate of \$7.91 per ton of 2,000 pounds, subject to increase authorized under Table 1 of Canadian Freight Association Tariff No. 84-A, C.T.C. (F) No. E. 1611, minimum weight ninety per cent (90%) of capacity of car used, on Copper Concentrates from Noranda (Rouyn), Que., to Gaspe, Que., subject to a released valuation of Fifty Dollars (\$50.00) per net ton:

File No. 40615

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish a rate of \$7.91 per ton of 2,000 pounds, subject to increase authorized under Table 1 of Canadian Freight Association Tariff No. 84-A, C.T.C. (F) No. E. 1611, minimum weight ninety per cent (90%) of capacity of car used, on Copper Concentrates from Noranda (Rouyn), Que., to Gaspe, Que., subject to a released valuation of Fifty Dollars (\$50.00) per net ton.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123184

TUESDAY, THE 17TH DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF changes in
rate grouping of certain telephone
exchanges of the British Columbia
Telephone Company:*

File No. 46638.2

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41, and upon consideration of the representations of the Salt Spring Island Chamber of Commerce, and of the reply of the British Columbia Telephone Company with respect thereto —

IT IS HEREBY ORDERED AS FOLLOWS:

Effective on not less than thirty days' notice by appropriate tariff amendments, the British Columbia Telephone Company shall transfer each of the Exchanges listed hereunder from the Exchange Rate Group to which it was assigned to the Exchange Rate Group to which it is now assigned as hereinafter stated:

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Ganges, B.C.	2	3
Langley, B.C.	5	6

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123264

FRIDAY, THE 20TH DAY OF
JANUARY, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.

W.R. IRWIN,
Commissioner.

*IN THE MATTER OF Order No.
118679, dated October 14, 1965,
authorizing the Department of High-
ways of the Province of Alberta to
reconstruct and improve the overhead
bridge carrying Highway No. 12
across and over the right of way and
track of the Canadian National Rail-
ways in the southeast quarter of
Section 36, Township 39, Range 23,
West 4th Meridian, near Alix, in the
Province of Alberta, mileage 5.70
Three Hills Subdivision:*

File No. 10821.28

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

Order No. 118679, dated October 14, 1965, is amended by striking out the words and figures "or the sum of \$45,000.00" in paragraph numbered 3 of the said Order and substituting therefor the following: or the sum of \$98,200.00.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123294

**TUESDAY, THE 24TH DAY OF
JANUARY, A.D. 1967**

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of December 28, 1966 of British Columbia Telephone Company under the provisions of Chapter 66 of the Statutes of Canada, 6-7 Geo. V, as amended by Chapter 36 of 4-5 Geo. VI, Chapter 86 of 11 Geo. VI, Chapter 85 of 15 Geo. VI, Chapter 4 of 6 Eliz. II and Chapter 66 of 8-9 Eliz. II for an Order approving an agreement dated December 21, 1966, whereby British Columbia Telephone Company undertakes to purchase such ordinary shares of Okanagan Telephone Company (herein and sometimes called "common shares") as are acquired by Pemberton Securities Limited from the holders thereof pursuant to such agreement; and

*IN THE MATTER OF Order
No. 122872, dated December 6, 1966:*

File No. 29885.13

UPON reading what has been filed in support of the application, and it appearing that the approval sought is in the interests of the undertaking of the Applicant and is necessary for the purpose of enabling the Applicant to acquire further common shares of Okanagan Telephone Company, such shares being in addition to those covered by the agreements approved by Order No. 122872, dated December 6, 1966, and the Board being satisfied that the application should be granted;

IT IS ORDERED that approval be and it is hereby given to the agreement dated December 21, 1966, whereby British Columbia Telephone Company undertakes to purchase from Pemberton Securities Limited such common shares of Okanagan Telephone Company as are acquired by Pemberton Securities Limited

from the holders thereof, at a price of \$27.30 per share, or the purchase price paid by Pemberton Securities Limited, whichever is the lesser, plus in either case the sum of 22½ cents per each such share, in accordance with the terms and conditions of the said agreement.

IT IS FURTHER ORDERED that British Columbia Telephone Company report to the Board at the end of each quarter, beginning March 31, 1967, the number of shares acquired under the said agreement and the prices paid for such shares.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123325

WEDNESDAY, THE 25TH DAY OF
JANUARY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under section 353 of the Railway Act, for authority to publish rate of \$13.00 per ton of 2,000 pounds, carload minimum weight 140,000 pounds, on Copper Concentrates from Manitouwadge, Ontario, to Gaspe, Quebec, subject to a released valuation of Fifty Dollars (\$50.00) per ton of 2,000 pounds:

File No. 40615

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish a rate of \$13.00 per ton of 2,000 pounds, carload minimum weight 140,000 pounds, on Copper Concentrates from Manitouwadge, Ontario, to Gaspe, Quebec, subject to a released valuation of Fifty Dollars (\$50.00) per ton of 2,000 pounds.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123330

THURSDAY, THE 26TH DAY OF
JANUARY, A.D. 1967.

ROD KERR, Q.C.,
Chief Commissioner.
J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF installation of automatic protection:
(1) at the crossing of the two main tracks of the Canadian National Railways and 8th Street, in the City of Portage la Prairie, in the Province of Manitoba, mileage 55.81 Rivers Subdivision and mileage 0.05 Gladstone Subdivision:
(2) at the crossing of the railway of the Canadian Pacific Railway Company and 8th Street, in the City of Portage la Prairie, in the Province of Manitoba, mileage 56.2 Carberry Subdivision:

*Files Nos. 26744.190
27365.158*

WHEREAS the City of Portage la Prairie has stated to the Board that it is most important that the said crossings be protected, but has submitted that the City should not be required to bear any part of the expenses of protection;

AND WHEREAS it is the established practice of the Board, uniformly applied throughout Canada, to apportion the cost of installation of protection at level crossings by authorizing a grant from The Railway Grade Crossing Fund of eighty per cent of such cost and requiring the highway authority having jurisdiction over the highway concerned to bear twelve and one-half per cent of the cost and the railway company concerned to bear seven and one-half per cent; and to require that the cost of maintenance and operation of the protection be borne in equal shares by the highway authority and the railway company, no grant towards such cost being available from the Fund under existing law;

AND WHEREAS in the opinion of the Board there are no special circumstances in respect of the said crossings to warrant a departure from that practice;

AND WHEREAS the Board considers that the protection herein ordered should be installed;

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

1. Within six months from the date of this Order, the Canadian National Railways shall install, and shall thereafter maintain, flashing light signals, short arm gates and bell at the crossing of the two main tracks of their railway and 8th Street, in the City of Portage la Prairie, in the Province of Manitoba, mileage 55.81 Rivers Subdivision and mileage 0.05 Gladstone Subdivision.

2. Eighty per cent of the cost of installing the said protection or the sum of \$25,360.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund, twelve and one-half per cent shall be paid by the City of Portage la Prairie, and the balance of the said cost shall be borne and paid by the Canadian National Railways.

3. The cost of maintenance and operation of the said protection shall be borne and paid fifty per cent by the Canadian National Railways and fifty per cent by the City of Portage la Prairie.

4. Within six months from the date of this Order, the Canadian Pacific Railway Company shall install, and shall thereafter maintain, flashing light signals, short arm gates and bell at the crossing of its railway and 8th Street, in the City of Portage la Prairie, in the Province of Manitoba, at mileage 56.2 Carberry Subdivision, and shall interconnect the said crossing protection with the crossing protection at the crossing of the railway of the Canadian National Railways and 8th Street herein ordered.

5. Eighty per cent of the cost of installing the said protection or the sum of \$22,400.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund, twelve and one-half per cent shall be paid by the City of Portage la Prairie, and the balance of the said cost shall be borne and paid by the Canadian Pacific Railway Company.

6. The cost of maintenance and operation of the said protection shall be borne and paid fifty per cent by the Canadian Pacific Railway Company and fifty per cent by the City of Portage la Prairie.

7. The protection hereby authorized at the said crossings shall be installed in compliance with the provisions of General Order No. E-6.

(SGD.) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123336

THURSDAY, THE 26TH DAY OF
JANUARY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner

*IN THE MATTER OF the placing
of reflective markings on the sides
of railway cars and the apportionment
of the cost thereof:*

File No. 45463

WHEREAS by Order No. 114295 the Board prescribed that each railway company subject to the jurisdiction of the Board shall cause reflective markings to be placed on the sides of each of its new box cars delivered during the calendar years 1964, 1965 and 1966;

AND WHEREAS it is required that the program of placing reflective markings be carried on for a further period of time;

IT IS HEREBY ORDERED AS FOLLOWS:

1. Canadian National Railways and Canadian Pacific Railway Company shall each place reflective markings on each side of at least four thousand of its railway cars in the year 1967 and each year thereafter pending further direction from the Board; and all other railway companies subject to the jurisdiction of the Board shall, effective with the year 1967, each inaugurate an annual program which will be designed to place reflective markings on each side of their Canadian built freight cars within a period of four years. Exemption may be granted to this requirement with respect to equipment of unusual design or equipment specifically assigned to a service which makes it impractical to maintain reflective markings on such cars.

2. The said reflective markings shall be placed and spaced along the sides of the cars and be of such shape, size and material as has been approved by the Board. Each railway company shall file with the Board full particulars of the reflective markings which will be used, if not already approved, together with an estimate of the cost of placing them on the cars. Excepting cars on which reflective markings have been applied in accordance with previous Board Orders prior to the date of this Order, four reflective markings, complying with the requirements of this section shall be applied to each side of cars having a length of fifty feet or less and six such markings shall be applied to each side of cars of greater length than fifty feet.

3. Eighty per cent of the cost of placing the said reflective markings shall be paid out of The Railway Grade Crossing Fund, which contribution shall not exceed \$8.00 per car, and the remainder of such cost shall be borne by the Applicant Company.

4. Each such company shall, at the end of June and at the end of each calendar year, make a return to the Board, showing the number of its cars marked as prescribed in this Order.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, DECEMBER, 1966

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	248	8	246
Level Crossing Accidents	<u>57</u>	<u>19</u>	<u>78</u>
	<u>305</u>	<u>27</u>	<u>324</u>

	<i>Killed</i>	<i>Injured</i>
Passengers	—	73
Employees	3	173
Others	<u>24</u>	<u>78</u>
	<u>27</u>	<u>324</u>

Of the 57 accidents at Highway Crossings, 37 occurred where standard railway crossing signs are located, 20 where additional forms of protection are in use, 26 after Sunrise and 31 after Sunset.

Ottawa, Ont.

SUMMARY OF ORDERS ISSUED BY THE BOARD

(*Denotes Order Printed in Full)

- 123052 January 3 – Imposing a speed restriction on C.P.R. trains of 10 m.p.h. over the crossing of its railway and the Highway No. 17 at mileage 2.97 Furness Subd., Sask.
- 123053 January 3 – Approving tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- 123054 January 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway about two miles west of Alexandria, Ont. mileage 25.52 Alexandria Subd.
- 123055 January 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at mileage 59.02 Vegreville Subd., Alta.
- 123056 January 3 – Approving tariff filed by D.A.R. under section 8 of the M.F.R.A.
- 123057 January 3 – Approving supplement No. 1 to Agreed Charge filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- 123058 January 3 – Authorizing the C.P.R. to make changes to the signals on the Nemegos and White River Subd. at Chapleau, Ont.
- 123059 January 3 – Approving less than standard side clearances on the siding serving the Pool Car Terminal Building at South Edmonton, Alta. mileage 96.9 Leduc Subd. C.P.R.
- 123060 January 3 – Approving Supplement No. 1 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone Gentilly Ltee.
- 123061 January 3 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Mun. of the Twp. of Howick.
- 123062 January 3 – Approving Supplement No. 1 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Mun. of the Twp. of Laird.
- 123063 January 3 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Téléphone de Notre Dame de Ham.
- 123064 January 3 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Mun. of the Twp. of Dummer.

- 123065 January 3 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and 50th Street, in the Town of Olds, Alta., mileage 56.50 Red Deer Subd. and to relocate the reflectorized signs to another crossing at mileage 2.54 Jefferson Lake Spur, off mileage 11.81 Red Deer Subd.
- 123066 January 3 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway which crosses Highway No. 11, City of Hull, P.Q. mileage 117.63 Lachute Subd.
- 123067 January 4 – Authorizing the C.P.R. to relocate existing reflectorized signs from the crossing of its railway at mileage 53.17 Maniwaki Subd., to another crossing at mileage 13.41 Maniwaki Subd., P.Q.
- 123068 January 4 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Syndicat Co-opératif de Téléphone de Villiers et Ste-Gertrude.
- 123069 January 4 – Authorizing the C.P.R. to close the existing crossing at the crossing of its railway and the highway at mileage 50.12 Kerrobert Subd., Sask.
- 123070 January 4 – Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and The Corporation of the Township of Hay.
- 123071 January 4 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and St-Georges Range Road, Parish of St-Remi, County of Portneuf, P.Q. mileage 70.82 La Tuque Subd.
- 123072 January 4 – Authorizing the C.P.R. to relocate existing reflectorized signs from a crossing of its railway and Waverley Street in Fort Gary, Man. at mileage 2.06 Manitoba Sugar Spur off mileage 8.5 LaRiviere Subd., to another crossing at mileage 8.7. LaRiviere Subd.
- 123073 January 4 – Authorizing the C.N.R. to relocate existing reflectorized signs from a crossing of their railway and County Road at mileage 105.56 Coronado Subd. to another crossing at mileage 41.96 Dodsland Subd. Sask.
- 123074 January 4 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Wilson Road South, Oshawa, Ont. mileage 299.58 Kingston Subd.
- 123075 January 5 – Authorizing the removal of the speed limitation at the crossing of the Quebec Central Railway Company and Provincial Highway No. 23, P.Q. mileage 12.36 Chaudiere Subd.

- 123076 January 5 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 22nd Street, City of Quebec, P.Q. mileage 1.63 St. Raymond Subd.
- 123077 January 5 – Authorizing the C.N.R. to construct a siding to serve Kellogg Company of Canada Limited at grade across King Street, London, Ont. mileage 0.38 C.P.R.'s Connection Thorndale Subd.
- 123078 January 5 – Extending the time within which the C.N.R. is required to install automatic protection at the crossing of their railway and 4th Line Road, bet. Concs. 3 and 4, Lot 6, Twp. of Eramosa, Ont. mileage 42.19 Guelph Subd.
- 123079 January 5 – Revoking authority of Order 87645 which approved the location of flammable liquids handling and storage facilities of Diamond Oil Company at London, Ont. C.N.R.
- 123080 January 6 – Authorizing the C.N.R. to construct a siding to serve Simplicity Products Limited across Sheffield Street, Town of Hespeler, Ont. mileage 22.17 Fergus Subd.
- 123081 January 6 – Approving less than standard side clearances on the siding serving Manitoba Pool Elevators No. 3, off "D" Yard, opposite mile 1.28 Kashabowie Subd., C.N.R. City of Port Arthur, Ont.
- 123082 January 6 – Authorizing the C.N.R. to remove the station agent at Hodgson, Man. and to appoint a caretaker.
- 123083 January 6 – Authorizing the C.N.R. to remove the station agent and station building at Loggieville, N.B.
- 123084 January 9 – Approving tariffs filed by The Bell Telephone Company of Canada.
- *123085 January 9 – Approving Supplement No. 3 to Canadian Freight Classification No. 22, (See page 19, 57 B.T.C.).
- 123086 January 10 – Exempting the C.P.R. from fencing on both sides of its Stewart Valley Subd., bet. mileage 0.96 and 1.99, Sask.
- 123087 January 10 – Exempting the C.P.R. from fencing on the north side of its Indian Head Subd. bet. mileage 105.30 and 105.55 Sask.
- 123088 January 10 – Exempting the C.P.R. from fencing on the west side of its Arborg Subd. bet. mileage 23.7 and 25.7, Man.
- 123089 January 10 – Approving changes to the automatic protection at the crossing of C.N.R. and Sixth Street, at Brandon, Man. mileage 0.4 Cromer Subd.

- 123090 January 10 – Authorizing the C.N.R. to remove the station agent at Thornbury, Ont.
- 123091 January 10 – Approving location of flammable liquid bulk storage and transfer facilities of British American Oil Company Limited at Eaglesham, Alta. near mileage 315.7 Smoky Subd. N.A.R.
- 123092 January 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in the Village of Boundary, N.B. mileage 25.51 Monk Subd.
- *123093 January 10 – Approving changes in rate grouping of certain telephone exchanges of The Bell Telephone Company of Canada (See page 20, 57 B.T.C.).
- 123094 January 10 – Approving tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123095 January 11 – Approving tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123096 January 11 – Approving tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 123097 January 11 – Approving tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 123098 January 11 – Authorizing the City of Calgary, Alta. to construct 6th and 9th Avenues across and over the C.P.R. at mileages 1.96 1.91, Laggan Subd. by means of dual overhead bridges.
- 123099 January 11 – Approving changes to the automatic protection at the crossing of C.N.R. and Highway No. 6 at Cap d'Espoir, P.Q. mileage 63.92 Chandler Subd.
- 123100 January 11 – Extending the time within which the C.N.R. is required to install automatic protection at the crossings of their railway and 4th Line Road, mileage 33.54 Guelph Subd. and 3rd Line Road at mileage 34.25 Guelph Subd., Township of Esquesing, Ont.
- 123101 January 11 – Authorizing the C.N.R. to operate on the siding serving Simplicity Products Limited across Sheffield Street, Town of Hespeler, Ont. commencing at mileage 22.17 Fergus Subd.
- 123102 January 11 – Authorizing the C.N.R. to install two short arm gates in addition to existing automatic protection at the crossing of their railway and Strange Street, Kitchener, Ont. mileage 63.52 Guelph Subd.

- 123103 January 11 – Approving less than standard side clearances on the siding serving Powell Foods Limited which commences at mileage 3.81 Grantham Subd. C.N.R. City of St. Catharines, Ont.
- 123104 January 11 – Approving less than standard overhead clearance on the siding serving Crestbrook Timber Limited at Cranbrook, B.C., mileage 98.6 Cranbrook Subd. C.P.R.
- 123105 January 11 – Approving less than standard side clearances on the Erana Mines Limited loading ramp, opposite mileage 107.04 Parry Sound Subd. C.P.R. at Burwash, Dist. of Sudbury, Ont.
- 123106 January 11 – Revoking authority of Order 88712 which approved the location of handling and storage facilities of Anco Fertilizers Limited near the N.Y.C. tracks at Essex Ont.
- 123107 January 12 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Municipality of the Township of Amherst Island.
- 123108 January 12 – Approving tariffs filed by The Bell Telephone Company of Canada.
- 123109 January 12 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and Syndicat Co-operatif de Telephone de Ste-Emmelie.
- 123110 January 12 – Approving Supplements Nos. 3 and 4 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Lambton Inc.
- 123111 January 12 – Approving supplement No. 11 to Agreed Charge filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- 123112 January 12 – Approving Supplements Nos. 5, 6 and 7 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone du Chateau Richer Enrg.
- 123113 January 12 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Parisville Inc.
- 123114 January 12 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone Ste-Angele de Laval Inc.
- 123115 January 12 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Fortierville.

- 123116 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Woodview Road in the Township of Pickering, Ont., mileage 4.4 York Subd.
- 123117 January 12 – Authorizing the C.N.R. to remove the station agent at Callander, Ont.
- 123118 January 12 – Authorizing the C.N.R. to remove the station agents at Coldwater and Uthoff, Ont.
- 123119 January 12 – Authorizing the C.N.R. to remove the station agent at Penetang, Ont.
- 123120 January 12 – Allocating the balance of cost of reconstruction and improvement of the overhead bridge carrying Hunt Street across and over the C.P.R. in Hamilton, Ont. mileage 38.51 Hamilton Subd. which was reserved by Order 120702.
- 123121 January 12 – Revoking authority of Orders 67626 and 77031 which approved the location of flammable liquids handling and storage facilities of Imperial Oil Limited near the C.N.R. at Sunnynook, Alta.
- 123122 January 12 – Approving tariff filed by D.A.R. under section 8 of the M.F.R.A.
- 123123 January 12 – Approving tariff filed by C.N.R. under sections 3 and 8 of the M.F.R.A.
- 123124 January 12 – Authorizing the removal of the speed limitation at the crossing of The T.H. & B. Railway Company and Silver Street, in the Township of Gainsborough, Ont. mileage 4.35 Dunnville Subd.
- 123125 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, being the first public crossing south of the intersection at Hilliers Road and Gilbert Road, B.C. mileage 7.77 Port Alberni Subd.
- 123126 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Provincial Highway No. 14, Sask. mileage 0.44 Brandenbury Southerly Branch (IMC Spur)
- 123127 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Chambly Road at St. Hubert, P.Q. mileage 66.46 St. Hyacinthe Subd.
- 123128 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Ormond Street in Brockville, Ont. mileage 125.06 Kingston Subd.

- 123129 January 12 – Approving changes in the automatic protection at the crossing of C.N.R. and Main Street, at Rockwood, Ont. mileage 41.30 Guelph Subd.
- 123130 January 12 – Approving changes in the automatic protection at the crossing of C.P.R. and Raynas and Main Streets, in Lancaster, N.B. mileage 0.26 West Saint John Subd.
- 123131 January 12 – Extending the time within which the N.Y.C. is required to install automatic protection at the crossing of its railway and Norfolk County Road No. 3 in Lot 11, Concs. 8 and 9, Township of Townsend, Ont. mileage 66.05 N.F. Main Line Subd.
- 123132 January 12 – Revoking authority of Order 61416 which approved the location of flammable liquid handling and storage facilities of Union Gas Company of Canada Ltd., near the N.Y.C. tracks (Michigan Central Railroad) at Windsor, Ont.
- 123133 January 12 – Authorizing the removal of the C.N.R. station agent at St. Andrews, Nfld. mileage 528.2 Port aux Basques Subd. and to appoint a caretaker.
- 123134 January 12 – Amending Order 122563 which authorized the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 129.82 Nipigon Subd. Ont. to mileage 57.45 Emerson Subd., Man.
- 123135 January 12 – Approving appln. of the Department of Public Works of N.B. for the widened crossing of Highway No. 6 and the C.N.R. at Salisbury, N.B. mileage 0.92 Albert Subd. and the relocation of C.N.R. automatic protection to provide for said widening.
- 123136 January 12 – Extending the time within which the C.N.R. is required to install automatic protection at the crossing of 4th Line Road, mileage 33.84 Guelph Subd. and 3rd Line Road, mileage 34.25 Guelph Subd. all in the Township of Esquesing, Ont.
- 123137 January 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Crumlen Side Road, mileage 72.3 Dundas Subd., Ont.
- 123138 January 13 – Authorizing the removal of the speed limitation at the crossing of The C. & O.R. and 7th Conc. N. 3½ miles west of Harrow, Ont. mileage 17.6 No. 1 Subd.

- 123139 January 13 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Bruce Street at Durham, Ont. mileage 16.60 Walkerton Subd.
- 123140 January 13 – Approving the proposed location of a 24' x 28' wood frame metal clad garage of Texaco Canada Limited at Thompson, Man. near mileage 30.71 Thompson Subd. C.N.R.
- 123141 January 13 – Approving new location of flammable liquid bulk storage marketing plant of B.C. Co-Operative Wholesale Society at Terrace, B.C. mileage 0.73 Skeena Subd. C.N.R., and revoking authority of Order 119450.
- 123142 January 13 – Approving location of additional liquefied petroleum gas bulk storage and transfer facilities of Rockgas Propane Limited at Prince Rupert, B.C. near mileage 0.87 Skeena Subd. C.N.R. and revoking authority of Order 109315.
- 123143 January 13 – Approving supplement to tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A.
- 123144 January 13 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and McKay Street, at Rossport, Ont. mileage 14.59 Nipigon Subd.
- 123145 January 13 – Extending the time within which the N.Y.C. is required to install automatic protection at the crossing of its railway and Highway No. 59, near Tillsonburg; Ont. mileage 82.27 Main Line Subd.
- 123146 January 13 – Revoking authority of Order 103387 which approved the location of flammable liquid bulk storage facilities of the Superior Propane Ltd. near the C.N.R. tracks at Coldwater Ont., Midland Subd.
- 123147 January 13 – Authorizing the C.N.R. to close their agency (formerly Niagara, St. Catharines & Toronto Railway) at Welland, Ont. and remove the station building.
- 123148 January 13 – Dismissing application of C.P.R. for authority to remove the station agent and appoint a caretaker at Hendon, Sask. mileage 39.9 Tisdale Subd.
- 123149 January 13 – Approving appln. of City of Montreal for improvement and widening of Bridge Street across Canada Packers' Siding and Fulford Yard Lead of the C.N.R. at mileage 0.13 of said siding and mileage 0.04 of the Lead Track, in Montreal, P.Q.

- 123150 January 16 – Approving tariffs and supplements to tariffs filed by C.N.R. under sections 3 and 8 of the M.F.R.A.
- 123151 January 16 – Authorizing the C.P.R. to construct an industrial spur track and piggyback facilities at Grovehill, P.Q. commencing at mileage 3.33 Winchester Subd. and crossing certain unopened streets and rescinding authority of Order 111831.
- 123152 January 16 – Authorizing the Cities of Montreal North and St. Leonard to construct a subway to carry Lacordaire Boulevard across and under the C.N.R. County of Bourget, P.Q. mileage 135.72 Joliette Subd.
- 123153 January 16 – Approving revised plan of N.C.C. showing details of Centralized Traffic Control System in Ottawa-Hull area.
- 123154 January 16 – Amending Order 122197 which authorized the Hydro-Electric Commission to construct a pedestrian subway across and under the C.N.R. at Boischatel, County of Montmorency, P.Q. mileage 6.58 Murray Bay Subd.
- 123155 January 16 – Rescinding authority of Order 46125 which required the C.P.R. to keep cars on the elevator track 250 feet clear of the crossing of its railway and the highway being the first crossing west of the station at Marquette, Man. mileage 29.06 Carberry Subd., and authority of Order 118865 which authorized installation of automatic protection at said crossing.
- 123156 January 16 – Authorizing the removal of the speed limitation at the crossing of The Chesapeake & Ohio Railway Company and No. 18-19 Sideroad, at Leamington, Ont. mileage 41.26 No. 1 Subd.
- 123157 January 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway east of Alexandria, Ont. mileage 18.09 Alexandria Subd.
- 123158 January 16 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Forced Road in Jockvale at mileage 5.73 Smiths Falls Subd. to another crossing at mileage 110.13 Renfrew Subd., Ont.
- 123159 January 16 – Approving tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- 123160 January 16 – Approving tariff filed by the C.P.R. under Section 8 of the M.F.R.A.

- *123161 January 16 – Authorizing the C.N.R. to publish rate of \$7.91 per ton of 2,000 pounds, on Copper Concentrates from Noranda (Rouyn), P.Q., to Gaspé, P.Q. (See page 22, 57 B.T.C.)
- 123162 January 16 – Authorizing the C.P.R. to operate over the crossover connection at mileage 132.09 Kinghorn Subd. of the C.N.R. at Red Rock, Ont.
- 123163 January 17 – Authorizing the N.Y.C. to operate under the over-head bridge carrying Highway No. 24 across and over its railway in Lot 1, Con. 8, Twps. of Windham and Townsend, County of Norfolk, Ont. at mileage N.F. 70.35 Main Line Subd.
- 123164 January 17 – Approving application of the National Capital Commission to construct a track connection between mileage 4.90 Prescott Subd. of the C.P.R. and mileage 3.72 N.C.C. Walkley Line, City of Ottawa, Ont.
- 123165 January 17 – Authorizing the C.N.R. to operate on the bridge over the Bulkley River, B.C. at mileage 56.0 Telkwa Subd.
- 123166 January 17 – Authorizing the C.N.R. to operate their engines, cars and trains under the pedestrian overhead bridge, City of Stratford, Ont. mileage 1.11 Newton Subd.
- 123167 January 17 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding serving Hide Trading (1965) Ltd. on west side of Cherry Street, north of Polson Street, Toronto, Ont.
- 123168 January 17 – Authorizing the C.P.R. to relocate reflectorized signs from the crossing of its interchange tracks and 104th Avenue in the City of Edmonton, Alta. to another crossing at mileage 97.20 Leduc Subd.
- 123169 January 17 – Approving changes in the automatic protection at the crossing of C.P.R. and Regent Street, City of Fredericton, N.B. mileage 69.68 Centreville Subd. (C.N.R.) and mileage 21.90 Fredericton Subd. (C.P.R.)
- 123170 January 17 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge, near Barriere, B.C. mileage 102.63 Clearwater Subd.
- 123171 January 17 – Authorizing the National Capital Commission to relocate and revise the automatic protection at the crossing of the C.N.R. and Pleasant Park Road, City of Ottawa, Ont. mileage 5.9 Ottawa Subd.

- 123172 January 17 – Authorizing the National Capital Commission to install automatic protection in lieu of the existing protection at the crossing of the C.N.R. and Billings Avenue, City of Ottawa, Ont. at mileage 5.80 Ottawa Subd.
- 123173 January 17 – Authorizing the C.N.R. to relocate reflectorized signs from the crossing of their railway and Nepean Township Road at mileage 9.73 Smiths Falls Subd. to another crossing at mileage 96.80 Renfrew Subd., Ont.
- 123174 January 17 – Approving amendment to connecting agreement between the British Columbia Telephone Company and the Okanagan Telephone Company.
- 123175 January 17 – Authorizing the C.P.R. to relocate reflectorized signs from the crossing of its railway and Township Road between Townships of Pilkington and Guelph at mileage 37.82 Goderich Subd. to another crossing at mileage 82.81 Nipigon Subd. Ont.
- 123176 January 17 – Amending Order 110395, which required the C.N.R. to bring all their northward bound trains to a stop before proceeding over the crossing of their railway and Highway No. 121, Haliburton, Ont. mileage 54.84 Haliburton Subd.
- 123177 January 17 – Authorizing the Rural Municipality of Preeceville No. 334 to improve the sight lines at the crossing of the C.N.R. and the Municipal Road, between the NW¼ of Sec. 34, Twp. 35, and the SW¼ of Sec. 3, Twp. 36, Rge 5, W2M at mileage 31.85 Assiniboine Subd. Sask.
- 123178 January 17 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Pond St., Sydney Mines, N.S. at mileage 96.08 Sydney Subd. to another crossing at mileage 3.94 Inverness Subd. N.S.
- 123179 January 17 – Requiring the C.N.R. to install signboards at the crossing of their railway and 12th Concession Road, Township of Enniskillen, near Petrolia, Ont. mileage 1.67 Petrolia Spur.
- 123180 January 17 – Approving clearance on Siding No. 43 serving Building No. 66 of General Motors of Canada Limited at mileage 2.06 of the Oshawa Railway Spur with headblock at mileage 300.22 Kingston Subd. C.N.R., City of Oshawa, Ont.

- 123181 January 17 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Township Road in the Twp. of E. Flamborough at mileage 42.57 Galt Subd. to another crossing of its B-H spur at mileage 0.8 which leads from mileage 21.10 Lake Erie & Northern Railway, Ont.
- 123182 January 17 – Authorizing removal of the speed limitation at crossing of the C.P.R. and St. Seraphim Road, Canrobert, P.Q. mileage 7.38 St. Guillaume Subd.
- 123183 January 17 – Authorizing removal of the speed limitation at the crossing of the C&O and 8th Concession Road, Township of Moore, south of Corunna, Ont. mileage 64.2 No. 2 Subd.
- *123184 January 17 – Authorizing changes in rate grouping of certain telephone exchanges of the British Columbia Telephone Company. (See page 23, 57 B.T.C.)
- 123185 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 250, at Alexander, Man. mileage 14.03 Broadview Subd. and to relocate the reflectorized signs to another crossing at mileage 23.09 Alida Subd.
- 123186 January 17 – Authorizing the C.N.R. to make changes in the protection at the crossing of their railway and Highway No. 2, near Prince Albert, Sask. mileage 103.12 Cudworth Subd.
- 123187 January 17 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123188 January 17 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123189 January 17 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 274 at Gilbert Plains, Man. mileage 19.74 Togo Subd. and to relocate the reflectorized signs to another crossing at mileage 74.64 Togo Subd.
- 123190 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 560, at Shoal Lake, Man. mileage 36.91 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 6.68 Alida Subd.

- 123191 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 256 at Elkhorn, Man. mileage 64.0 Broadview Subd. and to relocate the reflectorized signs to another crossing at mileage 27.17 Alida Subd.
- 123192 January 17 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and P.T. Highway No. 15, at Melville, Sask. mileage 0.38 Yorkton Subd.
- 123193 January 17 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Municipal Road in the M.D. of Kneehill No. 48 at mileage 40.67 Langdon Subd. to another crossing at mileage 31.64 Langdon Subd. Alta.
- 123194 January 17 – Authorizing the C.P.R. to relocate the reflectorized signs from crossings of its railway and Highway No. 86 near the Hamlet of Ariss mileages 37.70 and 38.00 Goderich Subd. to other crossings at mileage 0.67 Mount Forest Spur leading from Teeswater Subd. at mileages 33.10 and 0.14 of the spur from Manitouwadge Subd. mileage 34.55 Ont.
- 123195 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Highway No. 354, at Strathclair, Man. mileage 27.28 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 5.66 Alida Subd.
- 123196 January 17 – Authorizing the Quebec Department of Roads to improve St-Andre Road where it crosses the C.N.R. in the Municipality of the Parish of St-Bernard-de-Lacolle, County of St-Jean, P.Q. mileage 5.11 Valleyfield Subd. and authorizing the Railways to install automatic protection at the crossing and to relocate the reflectorized signs to another crossing at mileage 4.36 Granby Subd.
- 123197 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of their railway and the county road, in the County of Mountain View No. 17, approximately two miles south of Carstairs, Alta. mileage 36.98 Red Deer Subd.
- 123198 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the Access Road to Treherne, Man. mileage 74.02 Glenboro Subd. and to relocate the reflectorized signs to another crossing at mileage 36.36 Alida Subd.

- 123199 January 17 – Authorizing the City of Guelph to widen Watson Road where it crosses the C.N.R. at mileage 46.22 Guelph Subd. Ont. and authorizing the Railways to install automatic protection at the crossing and to relocate the reflectorized signs to another crossing at mileage 0.53 Govt. Spur which junctions with the Dunnville Subd. at mileage 19.52
- 123200 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Duplisea Road in Hoyt, N.B. mileage 41.16 McAdam Subd.
- 123201 January 17 – Authorizing the C.N.R. to remove the caretaker at Vandry, P.Q. mileage 58.3 Manouan Subd.
- 123202 January 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Old Highway No. 17 in the Township of Denison, Ont. at mileage 29.46 Webbwood Subd.
- 123203 January 17 – Relieving the C.P.R. from erecting and maintaining fences on the east side of its Minnedosa Subd. between mileages 43.1 and 45.8, Man.
- 123204 January 17 – Authorizing the C.P.R. to construct its Didsbury Westerly Branch across the road between Secs. 19 and 20, 31–2–W5M at mileage 5.37; between NE¼ of Sec. 23 and NW¼ of Sec. 24, 31–3–W5M at mileage 7.50; between SW¼ of Sec. 29 and SE¼ of Sec. 30, 31–3–W5M at mileage 12.20; between Secs. 25 and 26, 31–4 W5M at mileage 14.30 all in County of Mountain View No. 17, Alta.
- 123205 January 17 – Approving changes in the automatic protection at the crossing of C.N.R. and Front Street in Sarnia, Ont. mileage 2.01 Point Edward Spur.
- 123206 January 17 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Bruhm Road at mileage 5.35 Middleton Subd. and Highway No. 10 at mileage 5.26 Middleton Subd. both in Lunenburg County, N.S. and to relocate the reflectorized signs to other crossings at mileages 0.82 and 0.75 Shelburne Town Spur.
- 123207 January 17 – Authorizing the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Etchemin Road in Louis Joliette at mileage 198.95 Monk Subd. to another crossing at mileage 26.23 West Shefford Subd. P.Q.

- 123208 January 17 – Authorizing the British Yukon Railway Company to install automatic protection at the crossing of its railway and the Alaska Highway at mileage 909.1 and the White Pass and Yukon Route at mileage 103.8, Yukon Territories.
- 123209 January 17 – Authorizing the New York Central Railroad Company to install improved automatic protection at the crossing of its railway and Eastwood Avenue, City of Niagara Falls, Ont. mileage 1.13 Montrose Branch.
- 123210 January 17 – Authorizing the Cumberland Railway Company to install automatic protection at the crossing of its railway and King Edward Street, Town of Glace Bay, N.S. mileage 14.0 Main Line Subd.
- 123211 January 18 – Relieving the C.N.R. from erecting and maintaining fences between certain mileages on their Sprague Subd. Man.
- 123212 January 18 – Authorizing the C.N.R. to operate under the overhead bridge at mileage 1.25 Canal Bank Branch West, Montreal, P.Q.
- 123213 January 18 – Authorizing the C.N.R. to operate on the bridge at mileage 37.8 Brazeau Subd., Alta.
- 123214 January 18 – Authorizing the C.N.R. to construct a pedestrian underpass across and under their railway at Long Branch Station, Borough of Etobicoke, County of York Ont. at mileage 9.7 Oakville Subd.
- 123215 January 18 – Amending Order No. 122274 which authorized the Quebec Department of Roads to widen and improve the protection at the crossing of 10th Avenue and the C.N.R. Town of Senneterre, P.Q. mileage 137.90 Oskelaneo Subd.
- 123216 January 18 – Authorizing the British Columbia Department of Highways to construct the highway at grade across the right of way and tracks of the C.N.R., B.C. at mileage 35.24 Albreda Subd. and the Railways to close the crossing before the expiry of a year.
- 123217 January 18 – Authorizing the National Capital Commission to construct an Industrial Lead track connecting with the Montreal & Ottawa Subd. (C.P.R.) at mileage 84.7 and with the Freight Shed Lead track (C.N.R.) opposite mileage 75.0 Alexandria Subd. and across Belfast Road, Ottawa, Ont. and authorizing the Railways to install automatic protection at the crossing and to provide protection by flagging until the automatic protection is installed.

- 123218 January 18 – Authorizing the British Columbia Department of Highways to construct a highway across the right of way and tracks of the C.N.R. at mileage 17.53 Albreda Subd. B.C. and the Railways to close the crossing before the expiry of a year.
- 123219 January 18 – Authorizing the C.P.R. to operate under the overhead bridge in the S.E.¼ of Sec. 5, Twp. 39, Rge 20, W4M, Alberta, mileage 62.68 Lacombe Subd.
- 123220 January 18 – Authorizing the C.P.R. to take, without the consent of the owner, certain land immediately adjacent to the southerly boundary of its railway in Lots Nos. 20A-71; 20A-70 and 20A-69, Twp. of Templeton, Town of Gatineau, County of Hull, P.Q. for the purpose of widening its right of way.
- 123221 January 18 – Authorizing the C.P.R. to take, without the consent of the owner, certain land immediately adjacent to the southerly boundary of its railway in Lot No. 19B-155, Twp. of Templeton, Town of Gatineau, County of Hull, P.Q. for the purpose of widening its right of way.
- 123222 January 18 – Authorizing the C.P.R. to take, without the consent of the owner, certain land immediately adjacent to the southerly boundary of its railway in Lots Nos. 19B-154; 19B-153; 19B-152 and 19B-151, Twp. of Templeton, Town of Gatineau, County of Hull, P.Q., for the purpose of widening its right of way.
- 123223 January 18 – Authorizing the C.P.R. to take, without the consent of the owner, certain land immediately adjacent to the southerly boundary of its railway in Lots Nos. 19B-158; 19B-157 and 19B-156, in the Twp. of Templeton, Town of Gatineau, County of Hull, P.Q. for the purpose of widening its right of way.
- 123224 January 18 – Authorizing the C.N.R. to construct a pedestrian underpass across and under their tracks at Oakville station, Town of Oakville, County of Halton, Ont., at mileage 21.35 Oakville Subd.
- 123225 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 270, Basswood, Man., mileage 9.49 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 2.59 Alida Subd.

- 123226 January 18 – Authorizing the Quebec Department of Roads to widen and improve Riviere Delisle Road South where it crosses the C.N.R. in the Village of Coteau Station, P.Q. at mileage 0.41 Alexandria Subd. and authorizing the Railways to install automatic protection at the crossing.
- 123227 January 18 – Authorizing the Township of Marlborough to reconstruct the Township Road where it crosses the track of the C.N.R. between Concessions 9 and 10, Twp. of Marlborough, County of Carleton, Ont. mileage 17.94 Smiths Falls Subd.
- 123228 January 18 – Authorizing the Statute Labour Board of the Township of Aubrey East Half to improve the vision at the crossing of the C.P.R. and Township Road between Lots 10 and 11, Concession 6, Township of Aubrey, District of Kenora, Ont; at mileage 73.2 Ignace Subd.
- 123229 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of their railway and old Highway No. 11, at Ivry-sur-le-Lac, P.Q., mileage 47.46 Ste-Agathe Subd.
- 123230 January 18 – Approving tariffs to Agreed Charge filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123231 January 18 – Rescinding authority of Order No. 122489 which authorized the C.P.R. to install automatic protection at the crossing of its railway and Fulton Avenue, at Nashwaaksis, N.B. mileage 56.78 Gibson Subd.
- 123232 January 18 – Amending Order 120319 which approved temporary unloading facilities of Double A Fertilizer Service Limited at Coalhurst, Alta. (C.P.R.)
- 123233 January 18 – Authorizing the Twp. of North York, Ont. to construct a subway eliminating existing crossing to carry Finch Ave. W. across and under the C.P.R. in Twp. of North York, mileage 7.81 MacTier Subd.; authorizing the C.P.R. to construct a temporary diversion of its railway to permit construction of subway; authorizing Twp. of North York to construct a temporary detour road carrying Finch Ave. W. across said temporary diversion of the C.P.R. and authorizing the Consumers' Gas Co. to install a 30-inch pipeline across and under the permanent and temporary tracks of C.P.R. in Lot 20, Con. V.W.Y.S., mileage 7.79 MacTier Subd.

- 123234 January 18 – Authorizing the C.N.R. to reconstruct the subway carrying their railway over the highway in the Village of Holmesville, Twp. of Goderich, County of Huron, Ont. at mileage 37.1 Goderich Subd.
- 123235 January 18 – Authorizing the Ontario Department of Highways to widen the crossing of Old Highway No. 17 and the C.P.R. in the Twp. of Denison, Ont. mileage 28.03 Webbwood Subd. and authorizing the Railway to install automatic protection at the crossing.
- 123236 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 250, at Newdale, Man., mileage 18.38 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 4.12 Alida Subd.
- 123237 January 18 – Amending Order 118788 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Walter Hebb's Road, in the County of Lunenburg, N.S. mileage 82.13 Chester Subd.
- 123238 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the Access Road to Basswood, Man. mileage 10.04 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 3.30 Alida Subd.
- 123239 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 41, near Binscarth, Man., mileage 75.13 Bredenbury Subd. and to relocate the reflectorized signs to another crossing at mileage 75.13 Bredenbury Subd.
- 123240 January 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 638, at Echo Bay, Ont. mileage 116.13 Thessalon Subd.
- 123241 January 18 – Rescinding authority of Order 122498 which authorized the C.P.R. to install automatic protection at the crossing of its railway and Royal Road, at Nashwaaksis, N.B. mileage 56.06 Gibson Subd.
- 123242 January 18 – Amending Order 118869 which authorized the C.N.R. to install protection at the crossing of their railway and Northfield Road, Lunenburg County, N.S. mileage 71.82 Chester Subd.

- 123243 January 19 – Approving changes to the automatic protection at the crossing of C.P.R. and Moodie Drive, Township of Nepean, Ont., mileage 7.95 Carleton Place Subd.
- 123244 January 19 – Approving changes to the automatic protection at the crossing of C.N.R. and Highway No. 41 near Oyen, Alta., mileage 66.31 Oyen Subd.
- 123245 January 19 – Authorizing the New York Central Railroad Company to improve the automatic protection at the crossing of its railway and Clifton Hill Road, City of Niagara Falls, Ont. mileage N.F. 1.67 Main Line Subd.
- 123246 January 19 – Authorizing the C.P.R. to install automatic protection at the crossing of the railway of the Grand River Railway Company and Beaverdale Road, Town of Hespeler, Ont. mileage 1.36 Hespeler Spur and authorizing the Railway to relocate the reflectorized signs to another crossing at mileage 0.24 Caterpillar Road Spur which junctions with the Galt Subd. at mileage 12.24.
- 123247 January 19 – Approving location of additional and existing flammable liquid transfer facilities of Imperial Oil Limited at Fort MacLeod, Alta., near mileage 31.78 Crowsnest Subd. C.P.R.
- 123248 January 19 – Authorizing the C.P.R. to remove the caretaker at Sonningdale, Sask., mileage 28.7 Asquith Subd.
- 123249 January 19 – Authorizing the Quebec Department of Roads to reconstruct Principal Road where it crosses the track of the Quebec Central Railway Company, Municipality of the Parish of St. Sebastien, County of Frontenac, P.Q. mileage 39.89 Megantic Subd.
- 123250 January 19 – Amending Order 116283 as amended by Order 117000 which authorized the C.P.R. to install automatic protection, in lieu of existing wig wag signal, at the crossing of its railway and Main Street in Foster, P.Q., mileage 105.6 Sherbrooke Subd.
- 123251 January 19 – Authorizing the C.P.R. to remove the agent-operator and the station building at Harriston, Ont. mileage 41.7 Teeswater Subd.
- 123252 January 19 – Approving changes to the automatic protection at the crossing of the C.P.R. and Tache Boulevard, Hull, P.Q. mileage 90.4 M. & O. Subd. and mileage 0.2 Waltham Subd.

- 123253 January 19 – Authorizing the C.N.R. to install automatic protection at the crossing of Dunn Road and their railway at mileage 68.37 Oromocto Subd. and the C.P.R. at mileage 20.69 Fredericton Subd., City of Fredericton, N.B. and imposing a speed restriction of 25 mph on the trains of both railways when approaching the crossings of Dunn and Forest Hill Roads.
- 123254 January 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Beaverdale Road in Hespeler, Ont. mileage 20.80 Fergus Subd. and to relocate the reflectorized signs to another crossing at mile 0.99 Fergus Town Spur which junctions with the Fergus Subd. at mile 46.31.
- 123255 January 19 – Authorizing the C.P.R. to remove the caretaker at Handel, Sask. mileage 18.6 Kelfield Subd.
- 123256 January 19 – Approving changes to the automatic protection at the crossing of C.N.R. and Hanover Street in Saint John, N.B. mileage 0.57 Courtenay Bay Branch, Sussex Subd.
- 123257 January 19 – Authorizing removal of the speed limitation at crossing of the C.P.R. and Plaunt Road, Chalk River, Ont. mileage 0.29 North Bay Subd.
- 123258 January 19 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and the highway at Petawawa, Ont. mileage 102.73 Chalk River Subd.
- 123259 January 19 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 305 at Burnside, Man., mileage 63.94 Carberry Subd.
- 123260 January 19 – Approving location of proposed flammable liquid bulk marketing plant of Royalite Oil Company Limited at Rosemary, Alta., near mileage 101.2 Bassano Subd. C.P.R.
- 123261 January 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 2, Township of Matilda, Ont., at mileage 98.9 Kingston Subd.
- 123262 January 20 – Amending Order No. 120940, which authorized the County of Lincoln, Ont. to construct a subway to carry County Road No. 22 across and under the tracks of the C.N.R. between Lot 1, Con. 3, Twp. of Clinton, and Lot 23, Con. 2, Twp. of Louth, County of Lincoln, Ont. mileage 18.93 Grimsby Subd.

- 123263 January 20 – Approving location of proposed new 12' x 16' office building of Imperial Oil Limited at Gretna, Man., near mileage 13.60 Gretna Subd. C.P.R.
- *123264 January 20 – Amending Order No. 118679 which authorized the Alberta Department of Highways to reconstruct and improve the overhead bridge carrying Highway No. 12 across and over the right of way of the C.N.R. in the S.E.¼ of Sec. 36, Twp. 39, Rge 23, W4M near Alix, Alta. mileage 5.70 Three Hills Subd. (See page 24, 57 B.T.C.)
- 123265 January 20 – Authorizing removal of the speed limitation at crossing of the C.N.R. and Highway No. 46 at Mecamic, P.Q., mileage 87.24 Taschereau Subd.
- 123266 January 23 – Authorizing the C.N.R. to operate under the overhead bridge carrying the highway over their track between the S.E.¼ of Sec. 10 and the S.W.¼ of Sec. 11–12–17–WPM R.M. of Elton, Man. at mileage 118.6 Rivers Subd.
- 123267 January 23 – Amending Order No. 121576 which authorized the Hamilton–Wentworth Suburban Roads Commission to reconstruct and improve the overhead bridge carrying Sydenham Road (Suburban Road No. 5) across the right of way of the C.N.R. in Lot 16, Con. 1, Township of Flamboro West, County of Wentworth, Ont. at mileage 3.68 Dundas Subd.
- 123268 January 23 – Authorizing the Nova Scotia Department of Highways to construct an overhead bridge to carry the Trans-Canada Highway across and over the right of way of the C.N.R.'s Pictou Spur at mileage 0.5 which commences at mileage 67.5 Oxford Subd., County of Pictou, N.S.
- 123269 January 23 – Authorizing the Corporation of the Township of Eaton, P.Q. to widen and improve Gallup Road where it crosses the track of the C.P.R., at mileage 55.33 Megantic Subd.
- 123270 January 23 – Approving changes to the automatic protection at the crossing of C.N.R. and Innes Road, Ottawa, Ont., mileage 1.25 Industrial Spur.
- 123271 January 23 – Authorizing the C.N.R. to operate over the crossover connection at Red Rock, Ont., mileage 132.09 Kinghorn Subd.
- 123272 January 23 – Approving revised plan submitted by the C.P.R. showing the signals as installed between mileages 22.5 and 42.5 Cartier Subd., Ont.,

- 123273 January 23 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123274 January 23 – Requiring that the automatic protection authorized by Order No. 120733 at the crossing of the C.N.R. and 2nd Range Road in the Parish of Ste-Anne du Sault, P.Q. mileage 69.29 Drummondville Subd. be installed within ten months.
- 123275 January 23 – Requiring that the automatic protection authorized by Order No. 120929 at the crossing of the C.N.R. and Chemin des Fourches, St. Cuthbert, P.Q. mileage 86.92 Joliette Subd. be installed within ten months.
- 123276 January 23 – Requiring that the automatic protection authorized by Order No. 118871 at the crossing of the C.N.R. and Caronnette-Leclerc Road, Municipality of Saint-Jean Port Joli, County of L'Islet, P.Q. mileage 54.17 Montmagny Subd. be installed within ten months.
- 123277 January 23 – Requiring that the automatic protection authorized by Order No. 120607 at the crossing of the C.N.R. and Montee Coteau Landing in the Municipality of the Village of Coteau Station, County of Soulanges, P.Q. mileage 46.79 Valleyfield Subd. be installed within ten months.
- 123278 January 23 – Requiring that the automatic protection authorized by Order No. 119563 at the crossing of the C.N.R. and Smallman Side Road, Municipality of Dundee, P.Q. mileage 26.45 Massena Subd. be installed within ten months.
- 123279 January 23 – Requiring that the automatic protection authorized by Order No. 120432 at the crossing of the C.N.R. and Montee Ste-Marie in St-Polycarpe, P.Q. mileage 4.50 Alexandria Subd. be installed within ten months.
- 123280 January 23 – Requiring that the automatic protection authorized by Order No. 118965 at the crossing of the C.N.R. and 23rd Street at Val St-Michel, P.Q. mileage 12.96 St. Raymond Subd. be installed within ten months.
- 123281 January 23 – Approving the clearance on the track at the unloading ramp for Copper Concentrators Limited, Town of Dean Lake, Township of Thompson, District of Algoma, Ont. opposite mileage 64.55 Thessalon Subd. C.P.R.

- 123282 January 23 – Approving changes to the automatic protection at the crossing of C.N.R. and Heron Road, City of Ottawa, Ont., mileage 7.06 Ottawa Subd.
- 123283 January 23 – Approving clearances on the siding serving the grain elevator and mill of Le Comptoir Avicole in the Village of St-Felix-de-Valois, County of Joliette, P.Q. which commences at mileage 16.65 St. Gabriel Subd. C.P.R.
- 123284 January 23 – Revoking authority of Order No. 97708 which approved location of facilities for the handling and storage of flammable liquids near the tracks of the C.N.R. at Shawinigan P.Q. mileage 48.78 Grand'Mere Subd.
- 123285 January 23 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the E.T.R. and Dougall Avenue, Windsor, Ont., mileage 3.10 Main Line Subd. on the Essex Terminal Railway and the City of Windsor.
- 123286 January 23 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and Dougall Avenue, Windsor, Ont., mileage 110.34 Windsor Subd. on the railway and the City of Windsor.
- *123287 January 23 – Authorizing the C.N.R. to discontinue passenger trains Nos. 988, 989, 990 and 991, operating between Toronto and Hamilton, Ont. upon institution of the commuter service proposed by the Province of Ontario. (See page 13, 57 B.T.C.)
- 123288 January 23 – Authorizing the Ontario Department of Highways to improve the crossing of the Highway and the C.N.R. between lots 6 and 7, Con. 10, Twp. of O'Brien, at mileage 64.25 Kapuskasing Subd. Ont. and declaring the crossing to be a public crossing.
- 123289 January 23 – Authorizing the Manitoba Department of Highways to widen Provincial Road No. 352 where it crosses at grade the tracks of the C.N.R. east of the N.E.¼ of Sec. 1, Twp. 12, Rge 13, W.P.M. Man., mileage 91.90 Rivers Subd.
- 123290 January 23 – Authorizing the N.A.R. to operate its engines, cars and trains on the siding serving British American Oil Company Ltd., which crosses the public road at grade at Chainage 3 + 67 of the said siding, which commences at mileage 51.82 Edmonton Subd., Alta.

- 123291 January 24 – Approving the construction of the C.P.R.'s Didsbury West-
erly Branch Line across the road between the N.W.¼ of Sec.
19,-31-1-W5M and the N.E.¼ of Sec. 24,-31-2-W5M, at
mileage 0.34; the road between the N.W.¼ of Sec. 26 and the
N.E.¼ of Sec. 27,-31-3-W5M at mileage 8.80; the road
between the N.W.¼ of Sec. 30,-31-3-W5M and the N.E.¼ of
Sec. 25,-31-4-W4M at mileage 13.30 all in the County of
Mountain View No. 17, Alta.
- 123292 January 24 – Authorizing the C.P.R. to remove the station agent and
appoint a caretaker at Glenside, Sask. mileage 107.4
Outlook Subd.
- 123293 January 24 – Approving the clearances on the temporary sidings within
the boiler house for the Hydro-Electric Power Commission
of Ontario at Courtright, Ont. C. & O.R.
- *123294 January 24 – Approving the agreement whereby the British Columbia
Telephone Company undertakes to purchase from Pemberton
Securities Ltd. certain common shares of the Okanagan
Telephone Company and requiring the Telephone Company
to report at the end of each quarter the number of shares
acquired and the prices paid. (See page 25, 57 B.T.C.)
- 123295 January 24 – Revoking authority of Order No. 122392 which authorized the
Newfoundland Department of Highways to construct an
access road across the right of way of the C.N.R. at Octagon
Pond, Nfld., mileage 9.24 St. John's Subd.
- 123296 January 25 – Authorizing the C.P.R. to relocate reflectorized signs from
a crossing of its railway and the highway at mileage 6.66
Lac du Bonnet Subd. to another crossing near mileage 0.55
Emerson Subd. at the crossing of its railway and Plinquet
Street, City of St. Boniface, Man.
- 123297 January 25 – Authorizing the C.P.R. to relocate reflectorized signs from
a crossing of its railway and the highway at mileage 7.09
Carberry Subd. to another crossing at mileage 4.78 Winnipeg
Beach Subd. Man.
- 123298 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized
signs from a crossing of their railway and the highway at
mileage 0.56 Mission Spur off mileage 7.78 Kashabowie
Subd. to another crossing at mileage 1.05 Fort William Loop
off mileage 2.95 Kashabowie Subd., Ont.

- 123299 January 25 – Authorizing the C.P.R. to relocate the existing reflectorized signs from a crossing of its railway and the highway at mileage 47.97 Minnedosa Subd. to another crossing at mileage 16.98 Alida Subd., Man.
- 123300 January 25 – Relieving the C.P.R. from erecting and maintaining fences between certain mileages on their Asquith Subd., Sask.
- 123301 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 40.0 Chester Subd. to another crossing at mileage 1.48 Blue Rocks Spur which commences at mileage 6.60 Lunenburg Spur, N.S.
- 123302 January 25 – Authorizing the C.P.R. to operate under the overhead bridge carrying the MacDonald-Cartier Freeway over its right of way, Township of North York, County of York, Ont. at mileage 5.11 MacTier Subd.
- 123303 January 25 – Authorizing the C.N.R. to operate on the subway structure carrying their track across and over Highway No. 6, Mun. of Escuminac, County of Bonaventure, P.Q. at mileage 27.27 Cascapedia Subd.
- 123304 January 25 – Approving changes in the automatic protection at the crossing of C.N.R. and Chamberlain Street, Amherst, N.S. mileage 75.92 Springhill Subd.
- 123305 January 25 – Authorizing the C.N.R. to relocate the reflectorized signs from crossings of their railway and the highway at mileages 6.53 and 19.43 Hemmingford Subd. to other crossings at mileages 27.72 and 28.10 West Shefford Subd. P.Q.
- 123306 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 93.32 Chester Subd. to another crossing at mileage 2.21 Blue Rocks Spur which commences at mileage 6.60 Lunenburg Spur, N.S.
- 123307 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 12.07 Chester Subd. to another crossing at mileage 0.50 Blue Rocks Spur which commences at mileage 6.60 Lunenburg Spur, N.S.

- 123308 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 15.72 Cayuga Subd. to another crossing at mileage 0.17 Chatham Industrial Spur which leads from the Chatham Subd. at mileage 62.21, Ont.
- 123309 January 25 – Approving changes in the automatic protection at the crossing of the C.P.R. and Brookfield Road, Ottawa, Ont., mileage 3.54 Prescott Subd. N.C.C.
- 123310 January 25 – Authorizing the C.P.R. and the Quebec Department of Roads to synchronize the automatic protection at the crossing of the railway and Ste-Ursule Road, at mileage 61.04 Trois-Rivieres Subd. and the traffic lights at the intersection of Ste-Ursule Road and Highway No. 2, Parish of St-Antoine-de-la-Riviere-du-Loup, County of Maskinonge, P.Q.
- 123311 January 25 – Authorizing the C.N.R. to make changes to the Cherry Street interlocking, Toronto, Ont.
- 123312 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 29.53 Alexandria Subd. to another crossing at mileage 0.19 C.I.P. Spur which commences at mileage 21.10 Vankleek Subd., Ont.
- 123313 January 25 – Authorizing the C.N.R. to operate under the overhead bridge carrying New Trunk Highway No. 2 across and over their right of way at Enfield, County of Halifax, N.S. mileage 29.4 Bedford Subd.
- 123314 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 3.28 Marmora Subd. (formerly Picton Subd.) to another crossing at mileage 3.74 Madoc Spur, Ont.
- 123315 January 25 – Authorizing the Town of Listowel to widen Highway No. 23 where it crosses at grade the right of way of the C.N.R., Listowel, Ont. mileage 27.64 Newton Subd. and mileage 0.22 Kincardine Subd. and the Railways to install automatic protection at the crossing.
- 123316 January 25 – Authorizing the Quebec Department of Roads to reconstruct Vauban Road where it crosses the track of the C.N.R., Mun. of the Parish of St-Louis du Ha Ha, County of Temiscouata, P.Q. at mileage 33.53 Temiscouata Subd.

- 123317 January 25 – Authorizing the C.N.R. to improve the existing automatic protection at the crossing of their railway and Provincial Highway No. 20, at Allanburg, Ont. mileage 2.70 Thorold Subd.
- 123318 January 25 – Authorizing the British Yukon Railway Company to install automatic protection at the crossing of its railway and the Access Road to Whitehorse, Yukon Territory, mileage 108.4 White Pass and Yukon Route.
- 123319 January 25 – Authorizing the Township of Zone to widen and improve the crossing of the Township Road and the tracks of the C.N.R. between the Townships of Euphemia and Zone, Ont. mileage 36.94 Chatham Subd.
- 123320 January 25 – Authorizing the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and the highway at mileage 8.41 Yarmouth Subd. to another crossing at mileage 0.23 Liverpool Town Spur which commences at mileage 0.92 Yarmouth Subd., N.S.
- 123321 January 25 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 244 in Rathwell, Man. mileage 66.74 Glenboro Subd. and to relocate the reflectorized signs to another crossing at mileage 31.27 Alida Subd.
- 123322 January 25 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and old Highway No. 5 in the Parish of St-Eusebe-de-Stanfold, P.Q. mileage 49.25 Danville Subd.
- 123323 January 25 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 265, in Plumas, Man. mileage 50.58 Gladstone Subd. and to relocate the reflectorized signs to another crossing at mileage 6.05 Rossburn Subd.
- 123324 January 25 – Amending Order No. 116269, which authorized the Alberta Department of Highways to construct an overhead bridge to carry Evansburg Access Road across and over the right of way of the C.N.R. between the N.W.¼ and the N.E.¼ of Sec. 19, -53-7-W5M, Alta. at mileage 68.40 Edson Subd.
- *123325 January 25 – Authorizing the C.N.R. to publish rate of \$13.00 per ton (net) min. wt. 140,000 pounds on Copper Concentrates from Manitouwadge, Ont. to Gaspe, P.Q. (See page 27, 57 B.T.C.)

- 123326 January 25 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- 123327 January 26 – Authorizing the Nova Scotia Department of Highways to widen and improve the highway where it crosses the tracks of the C.N.R. at mileage 41.44 Bedford Subd.
- 123328 January 26 – Authorizing the Township of Humberstone, Ont. to reconstruct Snider Road where it crosses the track of the C.N.R. between Lots 22 and 23, Con. 1, Twp. of Humberstone, Ont. mileage 17.81 Dunnville Subd.
- 123329 January 26 – Authorizing the removal of the speed restriction at the crossing of the C.N.R. and De Salaberry Street, Chambly, P.Q. mileage 45.32 Granby Subd.
- *123330 January 26 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and 8th Street, Portage la Prairie, Man. mileage 55.81 Rivers Subd. and mileage 0.05 Gladstone Subd. and the C.P.R. to install automatic protection at crossing of its railway and 8th. Street, City of Portage la Prairie, Man. mileage 56.2 Carberry Subd. and to interconnect the protection with the protection at the C.N.R. crossing. (See page 28, 57 B.T.C.)
- 123331 January 26 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and St. Felix Range Road, Parish of St-Narcisse, Champlain County, P.Q. mileage 11.20 Piles Subd.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 123419

FRIDAY, THE 3RD DAY OF
FEBRUARY, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for relief from the necessity of maintaining running boards and end ladders, as required by General Order No. 0-10, as amended by Order No. 122118, dated September 26, 1966, on 85 tank ore hopper cars proposed to be constructed and operated by the Applicants:

*Files Nos. 11654
11654.150*

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Applicants are authorized to construct and operate 85 tank ore hopper cars without running boards and end ladders as required by General Order No. 0-10, as amended by Order No. 122118, dated September 26, 1966, provided that:

- (a) the said cars are equipped with the safety appliances as illustrated by Canadian National Railways' drawing No. 9H-35942-F;
- (b) the said cars are operated in complete unit train sets.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123441

**TUESDAY, THE 7TH DAY OF
FEBRUARY, A.D. 1967**

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association, on behalf of the Canadian National Railways, Canadian Pacific Railway Company, Ontario Northland Railway and The Toronto, Hamilton and Buffalo Railway Company, under section 353 of the Railway Act, for authority to publish rates on Cigarettes, Cigars, Cigarette Papers, Snuff and Manufactured Tobacco, in packages, from specified Eastern Canadian origins to Winnipeg, Man. and Calgary, Alta. in Canadian Freight Association Tariff No. 5-J, C.T.C.(F) No. 1515, subject to a released valuation not exceeding \$1.25 per pound.

File No. 40615.3

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian Freight Association, on behalf of the said member lines, is authorized to publish the following rates on Cigarettes, Cigars, Cigarette Papers, Snuff and Manufactured Tobacco at carload minimum weights shown, subject to a released valuation not exceeding \$1.25 per pound:

From	To	
	Winnipeg, Man.	Calgary, Alta.
	Rates in cents per 100 pounds	
	Carload Minimum Weight 30,000 pounds	
Guelph, Ont.	266	460
Hamilton, Ont.	278	460
Montreal, Que.	315	496
Quebec, Que.	345	539
Toronto, Ont.	278	460

From	To	
	Winnipeg, Man.	Calgary, Alta.
	Rates in cents per 100 pounds	
	Carload Minimum Weight 36,000 pounds	
Guelph, Ont.	254	439
Hamilton, Ont.	266	439
Montreal, Que.	300	474
Québec, Que.	330	515
Toronto, Ont.	266	439
	Carload Minimum Weight 50,000 pounds	
Guelph, Ont.	231	399
Hamilton, Ont.	242	399
Montreal, Que.	273	431
Quebec, Que.	299	467
Toronto, Ont.	242	399

not subject to increases in Canadian Freight Association Tariff No. 84-A, C.T.C. (F) No. 1611, nor to reductions in Canadian Freight Association Tariff No. 76-D, C.T.C. (F) No. 1688.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
 The Board of Transport Commissioners for Canada.

ORDER NO. 123444

TUESDAY, THE 7TH DAY OF
FEBRUARY, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of Northern Transportation
Company Limited, hereinafter called
the "Applicant", for a licence under
section 10 of the Transport Act:*

File No. 42076.33

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (WT) 454 is issued to the Applicant, licensing, for the year 1967, the following ships to transport goods by water between all ports and places in Canada in the area designated herein with respect to each ship:

From Waterways, Alberta, to Tuktoyaktuk, Northwest Territories, via Athabasca River, Lake Athabasca, Rocher River, Slave River, Great Slave Lake and Mackenzie River; subsidiary routes: Peace River – to the east end of Lake Athabasca – Great Slave Lake – Fort Simpson to Fort Simpson Airport via Liard River – Fort Norman to Fort Franklin via Bear River – Great Bear Lake to Port Radium.

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Radium Queen	159001	108.37
Radium King	159002	115.34
Radium Cruiser	171801	27.00
Radium Express	171802	87.59
Radium Prince	175123	42.07
Watson Lake	175563	63.36
Pelican Rapids	175564	163.70
Horn River	176217	107.65
Slave	176218	69.45
Radium Gilbert	177784	296.79
Radium Charles	179097	230.05
Radium Scout	179098	73.59
Radium Prospector	188350	198.80
Radium Miner	188351	199.75
Radium Trader	188352	199.77

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Radium Yellowknife	190334	235.45
Peace	192899	95.14
Niangua	192908	21.23
Radium Franklin	194887	118.81
Radium Dew	198913	288.97
Y-Tee Richard	179446	142.86
Y-Tee Marjory	188349	85.70
Y.T. Husky	312790	262.23
Radium Barge 10	171816	71.15
Radium 75	179089	64.63
Radium 76	194888	77.14
Radium 77	194889	77.14
Radium 78	194890	77.14
Radium 80	173706	192.44
Radium 101	179088	107.49
Radium 102	190806	105.85
Radium 103	194891	105.85
Radium 104	189222	107.91
Radium 209	193282	364.89
Radium 210	193283	364.89
Radium 211	175554	295.83
Radium 212	175555	295.83
Radium 260	188244	215.60
Radium 261	188245	215.60
Radium 303	179099	168.78
Radium 304	179100	168.78
Radium 350	195242	213.41
Radium 351	195243	213.41
Radium 352	195244	213.41
Radium 400	175153	227.32
Radium 402	175155	406.60
Radium 403	176215	227.32
Radium 404	176216	227.32
Radium 405	177785	220.83
Radium 406	177786	220.83
Radium 407	177787	220.83
Radium 408	177788	220.83
Radium 409	177789	220.83
Radium 410	177790	220.83
Radium 411	178031	220.83

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Radium 412	178032	220.83
Radium 413	178033	220.83
Radium 415	178035	220.83
Radium 416	179422	220.83
Radium 417	179423	220.83
Radium 418	179424	220.83
Radium 419	179425	220.83
Radium 420	179426	220.83
Radium 421	179427	220.83
Radium 422	179428	220.83
Radium 423	179429	220.83
Radium 424	190807	220.83
Radium 425	190808	220.83
Radium 426	190809	220.83
Radium 427	190810	220.83
Radium 428	190811	220.83
Radium 429	190812	220.83
Radium 430	190813	220.83
Radium 432	190815	220.83
Radium 433	190816	220.83
Radium 434	190817	220.83
Radium 435	190818	220.83
Radium 500	197409	272.47
Radium 501	197411	272.47
Radium 502	197415	272.47
Radium 600	198137	319.71
Radium 601	198138	319.75
Radium 602	198617	319.25
Radium 603	198618	319.09
Radium 604	198623	320.24
Radium 605	198624	320.24
Radium 606	198626	320.24
Radium 607	198640	320.24
Radium 608	198641	320.24
Radium 609	198655	320.24
Radium 610	188571	320.24
Radium 611	188572	320.24
Radium 612	188573	320.24
Radium 613	188575	320.24
Radium 614	188576	320.24

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Radium 615	188586	320.24
Radium 616	188587	320.24
Radium 617	188588	320.24
Radium 618	188592	320.24
Radium 619	188598	320.24
Radium 620	188601	320.24
Radium 621	188602	320.24
Radium 622	188607	320.24
Radium 623	188608	320.24
Radium 624	188612	320.24
Radium 625	188615	320.24
Radium 626	188621	320.24
Radium 627	188622	320.24
Radium 628	188626	320.24
Radium 629	188629	320.24
Radium 630	188639	320.24
Radium 631	188643	320.24
Radium 632	188646	320.24
Radium 633	188651	320.24
Radium 634	188657	320.24
Radium 635	188658	320.24
Radium 701	175558	448.65
Radium 702	175559	448.65
Y.T.C. 101	177761	233.76
Y.T.C. 102	177762	233.76
Y.T.C. 103	323238	107.95
Y.T.C. 104	190800	233.06
Y.T.C. 105	179634	244.26
Y.T.C. 106	156749	775.99
Y.T.C. 107	188348	292.87
Y.T.C. 108	189297	460.98
Y.T.C. 109	312791	460.98
Y.T.C. 110	312792	460.98
A.S. No. 1	311166	797.92
A.S. No. 2	312077	798.13
A.S. No. 3	301195	672.21
A.S. No. 4	322355	53.43
Radium		(est.) 450.00
Radium		(est.) 450.00

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123508

**TUESDAY, THE 14TH DAY OF
FEBRUARY, A.D. 1967**

W.R. IRWIN,
Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF the joint
application of Canadian National
Telecommunications and Canadian
Pacific Telecommunications dated
January 12, 1967, for approval of
revisions to telegraph message
rates within Canada:*

Files No. 10041.88

No. 10041.138

UPON reading the submissions filed, notice of the application having been given to the public by means of detailed press releases which were published in leading daily newspapers throughout Canada on January 16 or 17, 1967, and no objections having been received by the Board to the proposed revisions to telegraph message rates within Canada—

IT IS HEREBY ORDERED AS FOLLOWS:

The undermentioned revision to tariffs are hereby approved to become effective February 15, 1967:

a) Canadian National Telecommunications Tariff C.T.C. No. 134:

3rd Revised Title Page	
24th Revised Page	1
4th Revised Page	3
4th Revised Page	4
4th Revised Page	5
3rd Revised Page	6
3rd Revised Page	14
6th Revised Page	15
3rd Revised Page	16
6th Revised Page	123
5th Revised Page	124
6th Revised Page	127
4th Revised Page	128
4th Revised Page	129
4th Revised Page	131
3rd Revised Page	132

a) Canadian National Telecommunications Tariff C.T.C. No. 134: (cont'd)

3rd Revised Page	133
4th Revised Page	135
3rd Revised Page	136
3rd Revised Page	137
2nd Revised Page	138
2nd Revised Page	139
3rd Revised Page	140
3rd Revised Page	141
6th Revised Page	142

b) Canadian Pacific Telecommunications Tariff C.T.C. No. 36:

24th Revised Page	1
4th Revised Page	3
4th Revised Page	4
4th Revised Page	5
3rd Revised Page	6
3rd Revised Page	14
6th Revised Page	15
3rd Revised Page	16
7th Revised Page	123
6th Revised Page	124
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4th Revised Page	128
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4th Revised Page	131
3rd Revised Page	132
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(SGD) W.R. IRWIN,
Commissioner,

The Board of Transport Commissioners for Canada.

ORDER NO. 123546

MONDAY, THE 20TH DAY OF
FEBRUARY, A.D. 1967

W.R. IRWIN,
Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways for exemption from complying with the requirements of General Order No. E-15 pertaining to navigation lights on their bridge crossing Kitto Creek, in the Province of Ontario, at mileage 29.1 Fort Frances Subdivision, authorized to be reconstructed by Order No. 122393, dated October 25, 1966:

File No. 30382.6

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are exempted from complying with the requirements of General Order No. E-15 pertaining to navigation lights on their bridge crossing Kitto Creek, in the Province of Ontario, at mileage 29.1 Fort Frances Subdivision.

(SGD) W.R. IRWIN,
Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, JANUARY, 1967.

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents.....	282	10	312
Level Crossing Accidents	37	13	37
	<u>319</u>	<u>23</u>	<u>349</u>

	<u>Killed</u>	<u>Injured</u>
Passengers.....	—	80
Employees	2	218
Others	21	51
	<u>23</u>	<u>349</u>

Of the 37 accidents at Highway Crossings, 25 occurred where standard railway crossing signs are located, 12 where additional forms of protection are in use, 20 after Sunrise and 17 after Sunset.

OTTAWA, ONT.

SUMMARY OF ORDERS ISSUED BY THE BOARD

(*Denotes Order Printed in Full)

- 123332 January 26 – Requiring the C.P.R. to keep all cars standing on the siding track 100 feet back from the crossing of its railway and Ha Ha Valley Road (Mayook Road) west of Wardner, B.C. at mileage 77.75 Cranbrook Subd.
- 123333 January 26 – Revoking authority of Order No. 86538 which approved the location of facilities of Canadian Oil Companies, Ltd. for the handling and storage of flammable liquids near the tracks of the C.P.R. at Shawinigan Falls, P.Q. and rescinding authority of Order No. 122979.
- 123334 January 26 – Authorizing the C.N.R. to operate their trains through the interlocking at the crossing of their railways at Petrel Junction, Man., mileage 104.7 Rivers Subd. and mileage 12.93 Carberry Subd.
- 123335 January 26 – Authorizing the C.P.R. to reconstruct the north end of the bridge over the Rideau River, Ottawa, County of Carleton, Ont. mileage 2.51 Prescott Subd.
- *123336 January 26 – Authorizing the C.N.R. and the C.P.R. to place reflective markings on the sides of at least 4,000 railway cars of each of both railways in the year 1967 and each succeeding years until further direction from the Board and requiring all other railway companies under the Board's jurisdiction to inaugurate an annual programme to place reflective markings on the sides of their Canadian built freight cars within a period of four years effective with the year 1967. (See page 30, 57 B.T.C.)
- 123337 January 26 – Authorizing removal of the speed limitation at crossing of the C.N.R. and Ste-Claire Road, Charlesbourg West, P.Q. mileage 5.22 St. Raymond Subd.
- 123338 January 26 – Authorizing removal of the speed limitation at crossing of the highway and the C.N.R. being the first crossing east of the station at Greenshields, Alta. mileage 134.60 Wainwright Subd.
- 123339 January 27 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 462, at Glenella, Man. mileage 63.64 Gladstone Subd. and to relocate the existing reflectorized signs to another crossing at mileage 7.10 Rossburn Subd.

- 123340 January 27 – Authorizing the C.N.R. and the C.P.R. to operate their trains through the interlocking at the crossing of their railways near Knox, Man., mileage 129.3 Rivers Subd. (C.N.R.) and mileage 13.2 Miniota Subd. (C.P.R.).
- 123341 January 27 – Relieving the C.P.R. from erecting and maintaining fences between certain mileages on their Sutherland Subd., Sask.
- 123342 January 27 – Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving Ontario Seed Cleaners and Dealers Ltd., at grade across Sideroad No. 15, Township of Chinguacousy, County of Peel, Ont. mileage 11.33 Orangeville Subd.
- 123343 January 27 – Authorizing the Quebec Department of Roads to widen the crossing of Highway No. 2A and the C.N.R., Village of St. Pascal, P.Q., at mileage 25.22 Montmagny Subd. and authorizing the Railways to relocate the protection to provide for the widened crossing.
- 123344 January 27 – Approving changes in the automatic protection at the crossing of the C.N.R. and Lawrence Avenue East, Township of Scarborough, Ont. mileage 58.17 Uxbridge Subd.
- 123345 January 27 – Relieving the C.P.R. from erecting and maintaining fences between certain mileages on their Colonsay Subd., Sask.
- 123346 January 27 – Authorizing the C.P.R. to construct and maintain an industrial spur track leading from mileage 63.18 Shogomoc Subd. and extending for a distance of 4,800 feet to serve the Town of Hartland, N.B.
- 123347 January 27 – Authorizing the Town of Fergus to reconstruct and improve the subway carrying Gzowski Street across and under the track of the C.P.R. in the Town of Fergus, County of Wellington, Ont. at mileage 25.91 Elora Subd.
- 123348 January 27 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 21 at Hamiota, Man., mileage 51.47 Miniota Subd. and to relocate the existing reflectorized signs to another crossing at mileage 0.93 Parry Sound Subd.
- 123349 January 27 – Approving the installation of reflectorized crossing signs at the crossings of the C.N.R. and the highway at mileage 13.67 Granby Subd. and mileage 18.59 Valleyfield Subd., P.Q.

- 123350 January 27 – Authorizing the C.P.R. to construct one additional track and relocate two existing tracks at grade across Yale Street, Vancouver, B.C. at mileage 125.5 Cascade Subd.
- 123351 January 27 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Range 2 West Road, Township of Langelier, Lavolette County, P.Q., at mileage 1.80 Manouan Subd.
- 123352 January 27 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 12, at Inglewood, Ont. mileage 36.21 Milton Subd. and mileage 19.84 Orangeville Subd. (C.P.R.)
- 123353 January 27 – Amending Order No. 122189, which authorized the Metropolitan Corporation of Greater Winnipeg, Man., to construct an overhead bridge to carry Nairn Avenue across the C.P.R., Winnipeg, Man. at mileage 124.29 Keewatin Subd; mileage 0.18 Lac du Bonnet Subd.
- 123354 January 27 – Authorizing the Rural Municipality of Daly, Man., to construct the Municipal Road across the C.P.R. in the S.W.¼ of Sec. 14, Twp 12, Rge 21, WPM at mileage 15.96 Lenore Subd.
- 123355 January 27 – Amending Order No. 120069, which authorized the Newfoundland Department of Highways to construct an overhead bridge to carry the Trans-Canada Highway across the deviated main line of the C.N.R. near Corner Brook, Nfld., at mileage 401.76 Bishops Falls Subd.
- 123356 January 27 – Relieving the C.P.R. from erecting and maintaining fences between certain mileages both sides of the Ingebright Spur, Alta.
- 123357 January 27 – Amending Order No. 98298 which authorized the City of Cote St. Luc, P.Q. to construct a subway at the existing crossing of Westminster Avenue and the C.P.R. mileage 0.85 St. Luc Branch.
- 123358 January 27 – Authorizing payment out of the Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides of a box car of the Toronto, Hamilton and Buffalo Railway Company.
- 123359 January 27 – Authorizing the D.A.R. to install automatic protection at the crossing of its railway and Lake George Road in Yarmouth County, N.S. mileage 75.8 Yarmouth Subd.

- 123360 January 27 – Amending Order No. 117973 which authorized the C.N.R. to make changes to the control circuits of the automatic protection at the crossing of their railway and Steeles Avenue, Townships of North York and Vaughan, Ont. mileage 12.92 Newmarket Subd.
- 123361 January 27 – Revoking authority of Order No. 100786 and approving that portion of the flammable liquid tank car transfer facilities of Shell Canada Limited on the C.N.R. right of way at Lloydminster, Sask. near mileage 84.26 Blackfoot Subd.
- 123362 January 27 – Authorizing the removal of the speed restriction at the crossing of P.T.H. No. 3 and the C.N.R. west of Melfort, Sask. mileage 100.74 Tisdale Subd., imposed by Order 120583.
- 123363 January 30 – Authorizing the C.P.R. to open for the carriage of traffic its Falconbridge Spur which commences at mileage 69.2 Cartier Subd. Ont. and imposing a speed restriction of 15 miles per hour on the said spur.
- 123364 January 30 – Approving location of proposed office building and warehouse of Imperial Oil Limited at Esterhazy, Sask. near mileage 82.5 Neudorf Subd., C.P.R.
- 123365 January 30 – Authorizing the Nova Scotia Department of Highways to reconstruct and improve the crossing of Halls Road and the C.N.R. at Enfield, N.S. mileage 29.18 Bedford Subd.
- 123366 January 30 – Authorizing the N.A.R. to relocate the reflectorized crossing signs from a crossing of its railway and 137 Ave. in the M.D. of Sturgeon No. 90 mileage 1.25 Edmonton Subd. to another crossing at mileage 76.53 Edmonton Subd., Alta.
- 123367 January 30 – Authorizing the Great Northern Railway Company to install automatic protection at the crossing of its railway and Highway No. 3 at Fruitvale, B.C. mileage 149.35 Fifth Subd.
- 123368 January 30 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and West Shefford Adamsville Road, Municipality of Adamsville, County of Brome, P.Q. mileage 116.62 Sherbrooke Subd.
- 123369 January 30 – Authorizing the Grand Falls Central Railway Company Limited to install automatic protection at the crossing of its railway and the Trans Canada Highway, Town of Grand Falls, Nfld., mileage 1.4 Windsor Subd.

- 123370 January 30 – Authorizing the Town of Kapuskasing to construct Bonnieview Road Extension across the C.N.R. in the Town of Kapuskasing, Ont. at mileage 70.55 Kapuskasing Subd. and upon completion authorizing the Railways to install automatic protection at said crossing and to close the crossing at mileage 70.07.
- 123371 January 30 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the north-south Municipal Road west of Swift Current, Sask. mileage 1.72 Maple Creek Subd. and to relocate the existing reflectorized signs to another crossing at mileage 32.05 Fife Lake Subd.
- 123372 January 30 – Authorizing removal of the speed limitation at crossing of the C.N.R. and the highway, being the first crossing west of Jeannette Creek, Ont. mileage 75.39 Chatham Subd.
- 123373 January 30 – Authorizing the C.N.R. to publish certain export rates on Concentrates, Molybdenite and Bismuth from Gaspé, P.Q. to Halifax, N.S., Montreal and Quebec, P.Q., and Saint John, N.B.
- 123374 January 31 – Authorizing the C.P.R. to install automatic protection at the crossing of their railway and the Access Road to Holland, Man., mileage 82.02 Glenboro Subd. and to relocate the existing reflectorized signs to another crossing at mileage 33.30 Alida Subd.
- 123375 January 31 – Authorizing the C.N.R. and the Ontario Department of Highways to improve the protection and the traffic signals at the crossing of the C.N.R. and Highway No. 58, City of Welland, Ont., mileage 16.52 Fonthill Subd. by the installation of pre-empting circuits and requiring all rail movements to stop before obstructing the crossing.
- 123376 January 31 – Authorizing the Township of Pittsburgh to reconstruct and improve the crossing of the Township Road and the C.N.R. in Con. 4, County of Frontenac, Ont. at mileage 160.20 Kingston Subd.
- 123377 January 31 – Authorizing the C.P.R. to install automatic protection at the crossing of their railway and 54th Street, Town of Olds, Alta. mileage 56.20 Red Deer Subd. and to relocate the existing reflectorized signs to another crossing at mileage 1.52 Jefferson Lake Spur off mile 11.81 Red Deer Subd.

- 123378 January 31 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and PR No. 242 in Westbourne, Man. mileage 16.39 Minnedosa Subd. and to relocate the existing reflectorized signs to another crossing at mile 1.56 Alida Subd.
- 123379 January 31 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123380 January 31 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123381 January 31 – Approving revisions to tariffs filed by the B.C. Telephone Company.
- 123382 January 31 – Approving changes to the automatic protection at the crossing of the C.N.R. and Bartholomew Street in Brockville, Ont., mileage 124.88 Kingston Subd.
- 123383 January 31 – Approving changes in the automatic protection at the crossing of the C.N.R. and East Moira Street, City of Belleville, Ont. mileage 221.14, Kingston Subd.
- 123384 January 31 – Amending Order No. 121352 which authorized the C.N.R. to construct a lead track to serve the Ford Automotive Assembly Plant near Talbotville, commencing at mileage 2.59 Chatham Subd. and crossing the highway at grade at mileages 1.93, and 3.21, both in the Township of Southwold, Ont.
- 123385 January 31 – Relieving the C.N.R. from erecting and maintaining fences between certain mileages on the south side of their Three Hills Subd., Alta.
- 123386 January 31 – Amending Order No. 122813 which allocated the balance of cost of the reconstruction and maintenance of the subway at the intersection of the C.N.R. and Wellington Street, Montreal, P.Q.
- 123387 January 31 – Approving changes in the automatic protection at the crossing of the C.N.R. and the North Shore Autoroute, at l'Assomption, P.Q. mileage 118.07 Joliette Subd.
- 123388 January 31 – Approving changes in the automatic protection at the crossing of the N.A.R. and Highway No. 18, near Westlock, Alta., mileage 51.68 Edmonton Subd.
- 123389 January 31 – Approving location of proposed additional storage facilities, new office building and existing tank truck transfer facilities of Imperial Oil Limited at Strasbourg, Sask. near mileage 50.3 Lanigan Subd., C.P.R.

- 123390 February 1 – Approving location of the Class II flammable liquid bulk storage and transfer facilities of Pan-American Petroleum Corporation at Anzac, Alta. mileage 261.55 Waterways Subd., N.A.R.
- 123391 February 1 – Approving location of proposed additional storage and transfer facilities of the C.P.R. at Toronto Yard, near mileage 197.0 Belleville Subd.
- 123392 February 1 – Approving location of the flammable liquid bulk marketing plant of Imperial Oil Limited near C.N.R. tracks at Bonnyville, Alta. near mileage 36.3 Bonnyville Subd. and rescinding authority of Orders 60538, 73700, 85905, 90757.
- 123393 February 1 – Approving additional facilities at the flammable liquid bulk marketing plant of Shell Canada Limited at Portage La Prairie Man. near C.N.R. tracks near mileage 55.15 Rivers Subd.
- 123394 February 1 – Authorizing removal of the speed limitation at crossing of the C.N.R. and Provincial Road No. 274 at Gilbert Plains, Man., mileage 19.74 Togo Subd.
- 123395 February 1 – Authorizing the changes to the signals on the C.N.R. Montreal Subd., between mileage 3.5 and mileage 11.5. P.Q.
- 123396 February 1 – Approving changes to the automatic protection at the crossing of the C.N.R. and Ontario Street in Cobourg, Ont., mileage 264.50 Kingston Subd.
- 123397 February 2 – Authorizing the C.P.R. to remove the caretaker and the station building at Hope, B.C.
- 123398 February 2 – Authorizing the C.P.R. to remove the caretaker at Insinger, Sask. mileage 60.6 Wynyard Subd.
- 123399 February 2 – Approving changes to the automatic protection at the crossing of the C.N.R. and Burnham Street in Cobourg, Ont. mileage 265.05 Kingston Subd.
- 123400 February 2 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No.11, at Dalhousie Junction, N.B. mileage 164.36 Newcastle Subd.
- 123401 February 2 – Approving changes to the automatic protection at the crossing of the C.N.R. and D'Arcy Street in Cobourg, Ont. mileage 263.45 Kingston Subd.

- 123402 February 2 – Approving changes to the automatic protection at the crossing of the C.N.R. and Centre Street, east of Brampton East, Ont. mileage 14.78 Halton Subd.
- 123403 February 2 – Approving tolls to tariffs filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order 121791.
- 123404 February 2 – Approving tolls to tariffs filed by Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123405 February 2 – Approving tolls of tariffs filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A.
- 123406 February 2 – Approving changes to the automatic protection at the crossing of the C.N.R. and Park Street in Brockville, Ont., mileage 125.15 Kingston Subd.
- 123407 February 2 – Amending Order No. 123021 which authorized The Bell Telephone Company of Canada to relocate the buried cable between Eglinton Avenue and Lawrence Avenue, Municipality of Metropolitan Toronto, Ont. to provide for the construction of the Spadina Expressway.
- 123408 February 2 – Authorizing the C.N.R. to construct the Camrose Industrial Lead Track across 39th Street, City of Camrose, Alta., at mileage 0.34 of the said Industrial Lead Track, which commences opposite mileage 48.46 Camrose Subd.
- 123409 February 2 – Amending Order No. 122890 which authorized the Quebec Department of Roads to reconstruct and improve the existing overhead bridge carrying boulevard Charest Ouest across the C.P.R. City of Quebec, P.Q. mileage 0.40 Wolfe's Cove Branch.
- 123410 February 6 – Amending Order No. 121630 which authorized the Corporation of the Township of Whitby, Ont. to construct a subway to carry Thickson Road across the C.N.R. between Lots 20 and 21, in Concession Broken Front, mileage 303.23 Kingston Subd.
- 123411 February 2 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct and improve the crossing of Highway No. 6 and the C.N.R. between the N.E.¼ of Section 10 and the N.W.¼ of Sec. 11, Twp. 6, Rge 20, W2M, Village of Ceylon, Sask. mileage 16.19 Bengough Subd.
- 123412 February 2 – Approving changes to the automatic protection at the crossing of the C.N.R. and Geddes Street in Belleville, Ont. mileage 221.34 Kingston Subd.

- 123413 February 2 – Amending Order No. 122666 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 203 at Woodridge, Man. mileage 88.43 Sprague Subd., and to relocate the existing reflectorized signs to another crossing at mileage 76.50 Sprague Subd., Man.
- 123414 February 2 – Authorizing the Department of Highways of Manitoba to construct the highway across the C.N.R. between the N.W.¼ of Sec. 18 and the S.W.¼ of Sec. 19, Twp. 22, Rge 5, WPM in the R.M. of Eriksdale, Man. at mileage 89.81 Oak Point Subd.
- 123415 February 2 – Authorizing the C.N.R. to construct industrial tracks across certain streets in the City of Saskatoon, Sask., and to widen crossing at 51st Street.
- 123416 February 2 – Amending Order No. 122396 which authorized the reconstruction of the crossing of North Thompson Highway No. 5 and the C.N.R., B.C. mileage 94.3 Albreda Subd. and declaring the crossing public.
- 123417 February 2 – Approving tolls to tariff filed by the D.A.R. under Section 8 of the M.F.R.A. filed by the D.A.R. and rescinding authority of Order 123159.
- 123418 February 3 – Imposing a speed restriction of ten miles per hour on C.P.R. trains over the level crossing of Main Street in Aylmer, P.Q. at mileage 7.29 Waltham Subd.
- *123419 February 3 – Authorizing the C.N.R. to construct and operate 85 tank ore hopper cars without running boards and end ladders as required by General Order No. 0-10 provided cars are equipped with certain safety appliances and are operated in complete unit trains. (See page 61, 57 B.T.C.)
- 123420 February 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Sicard Street, Montreal, P.Q. mileage 9.98 Longue Pointe Subd.
- 123421 February 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. being the first crossing west of the Village of Firdale, Man. mileage 91.90 Rivers Subd.
- 123422 February 3 – Authorizing the removal of the speed limitation at the crossing of the Q.C.R. and the highway at mileage 100.3 Quebec Subd. at Vallee Jonction, Beauce County, P.Q.

- 123423 February 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Sherbrooke St. East (Dobell Avenue Spur), Montreal East, P.Q. mileage 0.73 Longue Pointe Subd.
- 123424 February 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 32nd Ave. in Montreal, P.Q. mileage 1.68 Longue Pointe Subd.
- 123425 February 3 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Jawbone Road, Perth Junction, N.B. mileage 98.95 Shogomoc Subd.
- 123426 February 3 – Assessing cost of maintenance and operation of the automatic protection at the crossing of County Road No. 109 and the C.N.R. mileage 19.50 Beachburg Subd. County of Carleton, Ont. on the Ottawa Suburban Roads Commission and the Railways.
- 123427 February 3 – Assessing cost of maintenance and operation of the automatic protection at the crossing of Carleton County Road No. 27, (formerly County Road No. 42), and the C.N.R. mileage 70.44, Alexandria Subd., Ont. on the Railways and the Ottawa Suburban Roads Commission.
- 123428 February 3 – Assessing cost of maintenance and operation of the automatic protection at the crossing of Carleton County Road No. 13, (formerly County Road No. 41) and the C.N.R. mileage 5.10 Smiths Falls Subd., Ont. on the Railways and the Ottawa Suburban Roads Commission.
- 123429 February 3 – Assessing cost of maintenance of the crossing of the C.N.R. and the highway on the road allowance east of the SE $\frac{1}{4}$ -31-44-30-WPM, Sask. on the Department of Municipal Affairs, Local Improvement Districts Branch, Sask.
- 123430 February 6 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 6 where it crosses the C.P.R. between the SW $\frac{1}{4}$ -12 and SE $\frac{1}{4}$ -11-8-20-W2M, Sask. at mileage 34.73 Assiniboia Subd.
- 123431 February 6 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., Maxville, Ont., mileage 34.02 Alexandria Subd.
- 123432 February 6 – Revoking authority of Order 60384 which approved the facilities of McColl-Frontenac Oil Company Limited for the handling and storage of flammable liquids near C.P.R. tracks at Apple Hill, Ont.

- 123433 February 6 – Approving less than standard clearances on C.P.R. siding serving a pulpwood load aligner of the K.V.P. Company Limited, opposite mileage 70.2 Nemegos Subd., Ramsey, Ont.
- 123434 February 6 – Approving the installation of three underground cables of the British Columbia Hydro and Power Authority under the track of the C.P.R. at mileage 30.72 Boundary Subd. B.C.
- 123435 February 6 – Approving less than standard clearances during construction of the combined pedestrian and vehicular overhead bridge across T.H. & B. Railway in Hamilton, Ont., mileage 0.64 Dundas Subd.
- 123436 February 6 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge at Ayersville, P.Q. mileage 46.11 Lachute Subd.
- 123437 February 7 – Approving tolls to Agreed Charge tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123438 February 7 – Authorizing the Hydro-Quebec to construct the Dollard des Ormeaux Park Access Road across the C.N.R. at mileage 19.82 Grenville Subd. P.Q.
- 123439 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of the Meers Spur, which junctions with the Acme Subd. at mileage 27.91 between mileage 2.21 and mileage 2.70, Alta.
- 123440 February 7 – Authorizing the C.P.R. to remove the caretaker and the station building at Clarksville, N.S. mileage 18.7 Truro Subd.
- *123441 February 7 – Authorizing the Canadian Freight Association to publish certain rates on Cigarettes, Cigars, Cigarette Papers, Snuff and Manufactured Tobacco at certain carload minimum weights subject to a released valuation not exceeding \$1.25 per pound from Guelph, Toronto and Hamilton, Ont., Montreal, and Quebec, Que., to Winnipeg, Man., and Calgary, Alta. (See page 62, 57 B.T.C.)
- 123442 February 7 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hannibal St., Smiths Falls, Ont. mileage 34.84 Smiths Falls Subd.
- 123443 February 7 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. near St. Martin Junction, P.Q. mileage 0.91 Trois Rivières Subd.

- *123444 February 7 – Granting licence to the Northern Transportation Company Limited to operate certain vessels to transport goods by water between all ports and places in Canada on certain designated routes in the Mackenzie River area. (See page 64, 57 B.T.C.)
- 123445 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Tisdale Subd., Sask.
- 123446 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Lanigan Subd. Sask.
- 123447 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Kisbey Subd., Sask.
- 123448 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Reford Subd. Sask.
- 123449 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the west side of its Fife Lake Subd., Sask.
- 123450 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Cartier Subd., Ont.
- 123451 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Webbwood Subd., Ont.
- 123452 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Thessalon Subd., Ont.
- 123453 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Lyleton Subd. between mileage 15.33 and mileage 16.33, Man.
- 123454 February 7 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on both sides of its Minnedosa Subd., Man.
- 123455 February 8 – Authorizing the C.N.R. to operate under the dual overhead bridges carrying the North Shore Autoroute across and over their tracks in the Municipality of Charlemagne, County of L'Assomption, P.Q. at mileage 123.67 Joliette Subd.

- 123456 February 8 – Authorizing the C.P.R. to operate on the subway crossing the Trans-Canada Highway and Decarie Blvd., Montreal, P.Q. at mileage 47.14 Adirondack Subd.
- 123457 February 8 – Revoking authority of Order No. 85243 which approved the location of facilities of P.M. Fleming Limited for the handling and storage of flammable liquids near C.N.R. tracks at Senneterre, P.Q.
- 123458 February 8 – Authorizing the C.N.R. to remove the caretaker at Destor, P.Q. mileage 19.7 Rouyn Subd.
- 123459 February 8 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Walker Road, Windsor, Ont. mileage 108.33 Windsor Subd.
- 123460 February 8 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dundas St., London, Ont. mileage 29.88 Thorndale Subd.
- 123461 February 8 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its North Bay Subd. Ont.
- 123462 February 8 – Authorizing the Bell Telephone Company of Canada to construct, operate, repair and maintain its line of telephone under, over and along the right of way of the C.N.R., Town of Mont St. Hilaire, P.Q.
- 123463 February 8 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- 123464 February 8 – Authorizing the C.N.R. to construct a private siding to serve Kelsteel Limited across New Toronto St., and along 8th Street opposite mileage 6.5 Oakville Subd., Town of New Toronto, Ont.
- 123465 February 8 – Approving Traffic Agreement and Supplements Nos. 1 and 2 between The Bell Telephone Company of Canada and The Central Community Telephone Company Limited (Orono).
- 123466 February 8 – Approving Supplement No. 8 to Traffic Agreement between The Bell Telephone Company of Canada and the Orono Telephone Company Limited.
- 123467 February 8 – Approving Revised Appendix "A" to Traffic Agreement between The Bell Telephone Co. of Canada and Telebec Inc.

- 123468 February 8 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Co. of Canada and La Compagnie de Telephone de Ste-Cecile de Whitton.
- 123469 February 8 – Approving Revised Appendix “A”, Supplements Nos. 8, 9, 10 and 11, to Traffic Agreement between The Bell Telephone Company of Canada and the Caradoc-Ekfrid Telephone Co., Ltd.
- 123470 February 8 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Co. of Canada and the La Tuque Telephone Co.
- 123471 February 8 – Approving Revised Appendix “A” and Supplement No. 10 to Traffic Agreement between the Bell Telephone Co. of Canada and Telecommunications Richelieu Limitee (Division de Sorel).
- 123472 February 8 – Approving Alternate Appendix “B” (1962) and Supplement No. 7 to Traffic Agreement between the Bell Telephone Co. of Canada and Le Telephone Bon Conseil Inc.
- 123473 February 9 – Approving the location of the British American Oil Co., Ltd. flammable liquid bulk storage and transfer facilities at Nipawin, Sask. near mileage 131.7 Tisdale Subd. C.P.R. and revoking authority of Orders 98567, 70377, 66467 and 56868.
- 123474 February 9 – Approving the location of the Kelso Co-operative Association Ltd. flammable liquid bulk storage and transfer facilities at Kelso, Sask. near mileage 96.94 Cromer Subd. C.N.R. and revoking authority of Order 97889.
- 123475 February 9 – Approving location of additional office building and existing flammable liquid tank truck loading facilities of Imperial Oil Limited at Spiritwood, Sask. near mileage 49.52 Amiens Subd. C.N.R.
- 123476 February 9 – Approving the location of the relocated and proposed additional flammable liquid storage and transfer facilities of Texaco Canada Limited at Virden, Man. near mileage 47.23 Broadview Subd., C.P.R.
- 123477 February 10 – Approving plan submitted by the Quebec Department of Roads showing the relocation of the track of the C.N.R. serving Turcot Holding, City of Montreal, P.Q. commencing at mileage 4.04 Montreal Subd., and extending for a distance of 0.46 miles.

- 123478 February 10 – Authorizing the Grand Falls-Windsor Joint Planning Authority to construct Cromer Avenue Extension across the C.N.R. between the Towns of Grand Falls and Windsor, Nfld., mileage 275.48 Bishop's Falls Subd. and requiring the Railways to install automatic protection at the crossing.
- 123479 February 10 – Authorizing the Town of Bishop's Falls to construct a public road across the Grand Falls Central Railway Co. Ltd., Town of Bishop's Falls, Nfld. mileage 9.56.
- 123480 February 10 – Authorizing the Alberta Department of Highways to widen Highway No. 45 where it crosses the C.P.R. in the NW¼ of Sec. 11 and the SW¼-14-54-10-W4M, Beauvallon, Alta. at mileage 71.55 Willingdon Subd. and requiring the Railway to relocate the automatic protection.
- 123481 February 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at Glass, Man. mileage 233.38 Redditt Subd.
- 123482 February 10 – Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains under the overhead bridge serving MacDonald College, crossing the C.N.R. at mileage 20.43 Kingston Subd. (formerly Cornwall Subd.), and the C.P.R. at mileage 14.96 Winchester Subd., Town of Ste-Anne-de-Bellevue, County of Jacques Cartier, P.Q.
- 123483 February 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Rouleau St., at Rimouski, P.Q., mileage 123.91 Mont Joli Subd.
- 123484 February 10 – Approving the location of the flammable liquid bulk storage and transfer facilities of The British American Oil Co. Ltd. at Swift Current, Sask. near mileage 110.43 Swift Current Subd. C.P.R.
- 123485 February 10 – Approving for a temporary period the proposed transfer of liquefied petroleum gas facilities between rail mounted tank car, flat car and wayside switch heater storage tanks of C.N.R. at various locations on the Mountain Region under specified conditions.
- 123486 February 13 – Revoking authority of Order No. 78284 which approved the location of facilities of North Star Oil Ltd. for the handling and storage of flammable liquids near the tracks of the C.N.R. at Donavon, Sask.
- 123487 February 13 – Approving the location of existing and additional storage and transfer facilities of Shell Canada Ltd., at Arborg,

Man. near mileage 74.3 Arborg Subd. and revoking authority of Order 87031.

- 123488 February 13 – Authorizing the C.N.R. to remove the station agent and appoint a caretaker at Hastings, Ont.
- 123489 February 13 – Exempting the C.N.R. from erecting and maintaining right of way fences on the north side of their La Tuque Subd. between mileage 28.51 and mileage 32.34, P.Q.
- 123490 February 13 – Authorizing the C.N.R. to make changes in the existing signalling to allow access to tracks No. 4, No. 5 and No. 6, Zone 4, Central Station, Montreal, P.Q.
- 123491 February 13 – Approving tolls to Agreed Charge tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123492 February 13 – Approving toll to Tariff C.T.C. (Limited) No. 1553 filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123493 February 13 – Approving toll to Tariff C.T.C. (Limited) No. 1550 filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123494 February 13 – Authorizing the City of Toronto, Ont. to construct a temporary pedestrian crossing over the temporary track diversion of the C.P.R. authorized by Order 116886 and across the track serving the National Rubber Company Ltd. at Perth St., mileage 5.41 North Toronto Subd., Ont. and authorizing the Railway Company to install automatic protection at the crossing by manual operation 24 hours a day, and to close the temporary crossing upon completion of the subway, and requiring the Railway to flag all train movements on the siding serving National Rubber Company Ltd. by a member of the train crew.
- 123495 February 13 – Authorizing the C.P.R. to remove the station agent and the station building at Roxton Falls, P.Q.
- 123496 February 13 – Authorizing the C.N.R. to remove the station agents at St. Constant, St. Remi, P.Q.
- 123497 February 13 – Amending Order 123120 which allocated the balance of the cost of reconstruction and improvement of the overhead bridge carrying Hunt Street across C.P.R. tracks, City of Hamilton, Ont. mileage 38.51 Hamilton Subd.
- 123498 February 13 – Approving changes in the automatic protection at the crossing of C.N.R. railway and Kennedy Road, at Brampton, Ont.

- 123499 February 13 – Authorizing the C.N.R. to remove the station agent at Lansdowne, Ont. and appoint a caretaker.
- 123500 February 13 – Dismissing the application of the C.N.R. to remove the station agent and appoint a caretaker at Spruce Brook, Nfld., mileage 429.2 Port aux Basques Subd.
- 123501 February 13 – Authorizing the C.N.R. to construct an industrial lead track across the municipal road, west of Sec. 34, Twp. 27, Rge 28, W3M, R.M. of Mantario No. 262, Sask. mileage 2.68 of the said industrial lead which commences at mileage 38.0 Mantario Subd.
- 123502 February 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and l'Eglise St., Town of Desbiens, P.Q. mileage 70.08 Jonquiere Subd.
- 123503 February 13 – Authorizing the Federal Department of Transport to construct a public road across the C.N.R. at mileage 110.94 Okanagan Subd., B.C.
- 123504 February 14 – Authorizing the C.N.R. to remove the caretaker and the station building at Judique, N.S. mileage 18.1 Inverness Subd.
- 123505 February 14 – Authorizing the C.N.R. to remove the station agent and the station building at Nash Creek, N.B. mileage 142.2 Newcastle Subd.
- 123506 February 14 – Approving revisions to tariffs filed by the Bell Telephone Company of Canada.
- 123507 February 14 – Rescinding Order No. 123136 which extended the time within which the C.N.R. are authorized to install automatic protection at the crossings of 4th Line Road, mileage 33.54 Guelph Subd., 3rd Line Road mileage 34.25 Guelph Subd., all in the Twp. of Esquesing, Ont.
- *123508 February 14 – Approving revision to tariffs concerning telegraph message rates within Canada filed by the Canadian National Telecommunications and Canadian Pacific Telecommunications (See page 68, 57 B.T.C.)
- 123509 February 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the siding serving lands leased to Hide Trading (1965) Limited on the west side of Cherry St., north of Polson St., City of Toronto, Ont.
- 123510 February 14 – Authorizing the C.N.R. to construct a bridge on their Oxford Subd. over the sluice of the Middle River Dam, County of Pictou, N.S.

- 123511 February 15 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at Cherrywood, Ont. mileage 185.72 Belleville Subd.
- 123512 February 15 – Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 39, west of Foster Station, P.Q. mileage 106.06 Sherbrooke Subd.
- 123513 February 15 – Authorizing the Town of Leaside Ont. to construct the highway across the C.N.R. at mileage 0.21 of Industrial Spur Line "B" which commences at mileage 2.95 Leaside Branch, off mileage 10.90 Bala Subd., and crossing two sidings "D" serving Canada Building Materials Ltd. at mileage 0.26 of the said Industrial Spur Line "B", and requiring that all train movements be flagged by a member of the train crew.
- 123514 February 15 – Approving the location of flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Grand Centre, Alta., near mileage 60.9 Bonnyville Subd. C.N.R.
- 123515 February 27 – Authorizing the C.N.R. to construct a submarine cable across and under Burrard Inlet at the Second Narrows Bridge, City of Vancouver, B.C.
- 123516 February 15 – Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Syndicat de Telephone Paroissial de Villeroy.
- 123517 February 15 – Approving Revised Appendix "A" and Supplement No. 2, to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Manseau.
- 123518 February 15 – Approving Revised Appendix "A" and Supplement Nos. 2 and 3, to Traffic Agreement between the Bell Telephone Company of Canada and Le Telephone de St-Liboire-de-Bagot Inc.
- 123519 February 15 – Approving Revised Appendix "A", Page 3, to Traffic Agreement between the Bell Telephone Company of Canada and Quebec-Telephone (Division de l'Ouest).
- 123520 February 15 – Approving Supplement No. 5 to Traffic Agreement between the Bell Telephone Company of Canada and the Pfefferlaw Telephone System Ltd.
- 123521 February 15 – Approving Supplement No. 1 to Service Station Contract between the Bell Telephone Company of Canada and Pongala Ltd.

- 123522 February 16 -- Approving the restricted clearances of the C.N.R. siding serving grain dumper machinery of Searle Grain Co. Ltd. which commences at mileage 3.76 Mission Spur, off mileage 7.78 Kashabowie Subd., City of Fort William, Ont.
- 123523 February 16 -- Approving Supplements Nos. 11 and 12 to Traffic Agreement between the Bell Telephone Company of Canada and The Corporation of the Township of Maidstone.
- 123524 February 16 -- Approving Supplement No. 9 to Traffic Agreement between The Bell Telephone Company of Canada and The Wightman Telephone System.
- 123525 February 16 -- Approving new Traffic Agreement and Supplements Nos. 1, 2, 3, 4, 5 and 6, between The Bell Telephone Company of Canada and Wightman Telephone Limited.
- 123526 February 16 -- Approving Supplement No. 3 to Service Station Contract between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Mun. of the Township of Tilbury East.
- 123527 February 16 -- Approving Supplement No. 8 to Traffic Agreement between The Bell Telephone Company of Canada and Compagnie de Telephone de la Petite Nation.
- 123528 February 16 -- Approving Revised Appendix "A" and Supplements No. 4 and 5 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Samuel-de-Gayhurst.
- 123529 February 16 -- Approving Supplement No. 1 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone de St-Sebastien d'Iberville Inc.
- 123530 February 16 -- Authorizing the C.N.R. to operate their engines, cars and trains under the dual overhead bridges carrying Highway No. 9 across and over their tracks in the Municipality of the Parish of St. Bernard de Lacolle, County of St. Jean, P.Q. at mileage 6.29 Valleyfield Subd.
- 123531 February 16 -- Approving the location of flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Newdale, Man. near mileage 18.28 Bredenbury Subd. C.P.R.
- 123532 February 16 -- Authorizing the Nova Scotia Department of Highways to construct and maintain Bungalow Road where it crosses the C.N.R. at Coxheath, County of Cape Breton, N.S. mileage 110.6 Sydney Subd.

- 123533 February 16 – Approving changes in the automatic protection at the the crossing of the C.P.R. and Highway No. 21 at Thamesville, Ont., mileage 49.49 Windsor Subd.
- 123534 February 16 – Approving a new Traffic Agreement and Supplement No. 1 between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Françoise-Romaine.
- 123535 February 16 – Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 41, at Berthier, P.Q. mileage 44.3 Trois-Rivieres Subd.
- 123536 February 16 – Authorizing the C.P.R. to operate its engines, cars and trains on the bridge at mileage 36.8 Quebec Subd. of the Quebec Central Railway Co. P.Q.
- 123537 February 16 – Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and The Sunderland Telephone Company Ltd.
- 123538 February 16 – Approving a new Traffic Agreement and Supplements Nos. 1 and 2 between The Bell Telephone Company of Canada and The Dunnville Consolidated Telephone Company Ltd. (Sunderland).
- 123539 February 16 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway across and over their tracks at mileage 399.12 Bishop's Falls Subd., Nfld.
- 123540 February 17 – Authorizing removal of the speed limitation at crossing of the C.P.R. and the highway 2.2 miles north of Bolton, Ont. mileage 23.80 MacTier Subd.
- 123541 February 17 – Authorizing removal of the speed limitation at crossing of the C.N.R. and the highway, one mile east of Cardinal, Ont. mileage 103.9 Kingston Subd.
- 123542 February 17 – Amending Order No. 109777 which authorized the City of Calgary, Alta. to construct an overhead bridge to carry the highway across and over the track of the C.P.R. mileage 8.2 Laggan Subd. formerly in the SW¼-3-25-2-W5M, Alta. and the Canadian Western Natural Gas Co. Ltd. to alter its facilities to permit the construction of overhead bridge.
- 123543 February 20 – Authorizing the C.N.R. to construct their Camrose industrial lead track at grade across 41st. Street, City of Camrose, Alta. mileage 0.19 which commences opposite mileage 48.46 Camrose Subd.

- 123544 February 20 – Approving changes in the automatic protection at the crossing of the C.N.R. and Parker Ave., City of Winnipeg, Man. mileage 0.18 Letellier Subd.
- 123545 February 20 – Authorizing the Grand Falls Central Railway Co., Ltd. to operate its engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway across and over its track near Bishop's Falls, Nfld.
- *123546 February 20 – Exempting the C.N.R. from complying with the requirements of General Order No. E-15 pertaining to navigation lights on their bridge crossing Kitto Creek, Ont. at mileage 29.1 Fort Frances Subd. (See page 70, 57 B.T.C.)
- 123547 February 20 – Authorizing the C.N.R. to construct an industrial lead track across the unopened road allowance between Sections 33 and 34, Twp. 27, Rge 28, W3M, R.M. of Mantario No. 262, Sask. mileage 2.49 which commences at mileage 38.0 Mantario Subd.
- 123548 February 20 – Approving the widening and improvement of Dwyer Hill Road where it crosses at grade the track of the C.P.R., Twp. of Goulbourn, Ont. mileage 21.06 Carleton Place Subd.
- 123549 February 20 – Approving the location of proposed additional flammable liquid storage and existing transfer facilities of Imperial Oil Limited at Waskateneau, Alta. near mileage 50.0 Coronado Subd. C.N.R.
- 123550 February 20 – Approving the location of flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd. at Pubnico, N.S. near mileage 108.73 Yarmouth Subd. C.N.R.
- 123551 February 20 – Authorizing the C.N.R. to remove the station agent and the station building at Vankleek Hill, Ont.
- 123552 February 20 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Mathias Road, Township of Chicoutimi, P.Q. mileage 110.50 Jonquiere Subd.
- 123553 February 20 – Extending the time within which the A.C.R. is required by Order No. 115198 to install automatic protection at the crossing of its railway and Highway No. 101 in Twp. 27, Rge 23, District of Algoma, near Hawk Junction, Ont. mileage 157.64 Sault Ste. Marie Subd.

- 123554 February 20 – Authorizing the R.M. of Nipawin No. 487, Sask. to construct the municipal road across the C.P.R. in the NW¼-17-50-14-W2M, mileage 128.37 Tisdale Subd.
- 123555 February 20 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Quebec Telephone (Division de Labrador).

The Board of
Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of the Quebec Central Railway Company, (Canadian Pacific Railway Company) for authority to discontinue the operation of trains Nos. 1, 2 and 4, between Sherbrooke and Quebec City, in the Province of Quebec.

*File No. 27563.207
March 6, 1967*

BEFORE:

J.E. DUMONTIER,
W.R. IRWIN,

*Deputy Chief Commissioner.
Commissioner.*

APPEARANCES:

J.E. PARADIS, Q.C. }
and
R.J. MADGE }
J.L. DUTIL,
RENE GUERTIN,
ANSELME TOURIGNY,
L.G. NADEAU,

*for the Quebec Central Railway
Company.*

*for the City of Thetford Mines.
Mayor of Disraeli.*

*Secretary-Treasurer, East Angus
representing Municipality of East
Broughton.*

Heard at Thetford Mines, P.Q. October 5, 1966.

JUDGMENT

DUMONTIER, D.C.C.:

The Quebec Central Railway filed its application to discontinue the operation of passenger trains Nos. 1, 2 and 4 between Sherbrooke and Quebec City on November 26, 1965. The reasons given by the Railway in support of its application were the low carryings of revenue passengers and an annual loss of \$54,100.

Opposition to the discontinuance of this passenger service was submitted by practically all the municipalities served by these trains. The general tone

of their objections was that the elimination of the passenger train service would result in serious inconvenience to the public.

Interviews that one of the Board's Inspectors had with representatives of these municipalities, prior to the hearing, revealed that sixteen municipalities were opposed, that seven had passed a resolution in sympathy with other municipalities and that five were not opposed.

At the hearing held on October 5, the Railway presented evidence that the line over which these trains operate extends over a distance of 147.6 miles between Sherbrooke and Quebec City. The industrial centres served by these trains include Sherbrooke, East-Angus, Bishopton, Weedon, St-Gérard, Black Lake, Dark Lake, Disraeli, Coleraine, Thetford Mines, Robertson, East-Broughton, Vallée Junction, Ste-Marie, Scott Junction, Ville Lambert, Breakeyville, Charny and Quebec.

Mr. F.S. Champagne, Manager of the Quebec Central, explained that the passenger service has been provided by an R.D.C. (Rail Diesel Car) unit since February 1957. He also stated that the only employees affected by the proposed discontinuance would be two enginemen and two conductors who would be transferred to freight train service.

Mr. C.G. Blake, Manager of freight and passenger traffic, testified to the effect that since 1964, in order to accommodate their patrons, they start their train from Sherbrooke early in the morning to enable those wishing to go to Quebec on business to have the day there and return in the evening.

Mr. Blake filed timetables of bus services provided by Autobus Provencher operating between East-Angus and Sherbrooke, Autobus Coderre Enr. between Disraeli and Thetford Mines, Autobus Nolin Inc. between Thetford Mines and Québec, Autobus Ste-Claire-Ste Justine-St-Narcisse Ltée between Scott's Junction and Quebec, Autobus Charny-St-Romuald Inc. between Ville Lambert and Québec, Autobus Drummondville Ltée between Sherbrooke and Megantic via East-Angus, Autobus Fortin and Poulin Inc. between Sherbrooke and St-Georges East via East-Angus, Autobus Lachance & Frères Enr. between Megantic and Quebec via Vallée Junction and Scott's Junction and other bus services between Montréal and Thetford Mines as well as between Thetford Mines and Plessisville, with connection for Montreal or Quebec.

Mr. Blake gave an outline of the efforts made by his company to counteract the decrease in passenger traffic which started back in 1950 and was due to competition of numerous bus lines, taxis and private automobiles.

Mr. Arthur Pelletier, District Manager of Quebec Central Transportation Co. and Le Voyageur (both bus companies) explained that there is a daily service in both directions provided by Quebec Central Transportation, between Sherbrooke

and Quebec via Thetford Mines with additional service on Friday and Sunday. This service, though it serves all points between Quebec and Sherbrooke via Thetford Mines does not permit travellers to buy tickets Québec to Sherbrooke or vice versa.

Mr. Pelletier also stated that Le Voyageur Inc. operates a service from Sherbrooke to Quebec via Richmond, Victoriaville and Plessisville. Mr. Robert Tittley, Manager of Quebec Transportation Company and Le Voyageur Inc. stated that his companies were definitely ready to replace the service now provided by the railway with an identical bus service.

Mr. Allan E. Brown, senior research analyst of the Canadian Pacific Railways, filed a statement showing the average number of revenue passengers carried on the Quebec Central trains between Sherbrooke and Quebec for the years 1962-1965 and the first six months of 1966. This statement shows that the average number of passengers carried declined from 68 in 1962 to 26 in 1966. He also filed a statement showing the estimated variable expenses incurred in the operation of trains 1, 2 and 4 during the twelve-month period extending from July 1, 1965 to June 30, 1966 amounting to \$133,247.

A statement filed by Mr. Brown shows a gross revenue for the same period of \$73,900. indicating an annual deficit of \$59,300.

In his argument, Counsel for the Railway stated that the public would not suffer as a result of the discontinuance of these passenger trains as it is already served by other means of transportation. He also referred to the undertaking of Quebec Central Transportation Company and Le Voyageur Inc. to replace by a bus service the present passenger train service should the Board authorize its elimination.

Counsel also referred to the annual deficit of the passenger train service and concluded that if the principle followed by the Board in previous cases is applied to this case namely: "the weighing of the railway's financial losses due to the operation of the train service as against the inconvenience to the public caused by the discontinuance of such operation" the application should be granted.

Although practically all the municipalities served by the Q.C.R. passenger trains had sent resolutions opposing the elimination of this train service, only the municipalities of Thetford Mines, East Angus, Disraeli and East Broughton were represented at the public hearing.

Mr. Dutil, Counsel for the City of Thetford Mines, referred to the problems that would result on the highways in winter time if the trains were replaced with busses but was told by the representative of the bus company, Mr. Tittley, that last year there was only one day that Quebec Central Transportation Co. could

not operate its busses. Mr. Dutil also wanted to know if busses would stop at two places in the City of Thetford Mines as the train presently does. He was assured that this would be done if the police did not interfere with this practice. Mr. Dutil wanted to know if there were other places in Canada where the C.P.R. was receiving government subsidies in the case of passenger service deficit operations. He was informed that the C.P.R. was not receiving subsidies for its passenger train service. He felt that the deficit was not big if consideration is given to the profits made elsewhere and for this reason he asked that the train service be continued.

Mr. Tourigny, Secretary-treasurer of the Town of East Angus, felt that passenger trains offered greater safety than highway vehicles. He also considered that it was unfair that the railway should pay taxes to municipalities when their competitors do not and he suggested that the train service be maintained for another year to permit the government to improve highways for the bus services.

Mr. R. Guertin, Mayor of Disraeli, pointed out that when the provincial government and municipalities try to attract more industries, the first question that comes up is the transportation for freight and passengers and felt that the railway should cooperate by maintaining its services.

Mr. L.G. Nadeau, representative of the Municipality of East Broughton, feared that if the passenger service is discontinued, requests will be made for a reduction of bus services.

Exhibit No. 15 filed by the Railway, shows that the average number of passengers per trip carried by trains 1, 2 and 4 has gradually decreased from 68 in 1962 to 26 in 1966. The municipalities served by the passenger train service represent a population of approximately 65,000 people, excluding Quebec and Sherbrooke. The region is provided with good highways and numerous bus services. It is evident that the considerable decline in patronage of passenger trains, in such a populous area, can only be explained by the preference of the public for other modes of transportation. If the discontinuance of the train service cannot be made without causing some inconvenience to some people, I believe that the great majority of the public will not be affected.

Exhibit 22 was submitted by the Company to show estimated revenues and variable expenses on the present operating basis for trains 1, 2 and 4 between Sherbrooke and Quebec City, (Quebec Central Railway).

This exhibit appears below as submitted by the Company.

**Estimated Revenues and Variable Expenses, Q.C.R. Trains 1, 2 and 4
between Sherbrooke and Quebec during the 12-month period
July 1, 1965, to June 30, 1966.**

Gross Revenue

Passenger Rail Fares	\$ 73,900
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Expenses

Estimated Annual Operating Cost of Trains 1, 2 and 4	\$133,200
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Net Annual Earnings (Deficit)	(\$ 59,300)
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The Company also submitted an exhibit (Number 21) showing the breakdown of variable expenses.

Item of Expense

Fuel	\$ 8,424
Enginemen's Wages	20,842
Trainmen's Wages	16,349
Station Employees	5,534
R.D.C. Repairs	31,755
Train Other Expenses	10,323
Variable Road Maintenance	2,666
General and Communications	11,296
Equipment Depreciation	8,689
Cost of Money — R.D.C.	15,319
— Road Property	2,050
Total	\$133,247
Say	\$133,200

In respect of passenger revenues, the Company witness, Mr. A.E. Brown, explained that these were determined on the basis of the actual number of revenue passengers carried during the year ending June 30, 1966, this number being multiplied by the average revenue per passenger carried, earned by the company, as developed on the basis of two one-week samples of passenger revenues for the weeks August 9th to 15th, 1965 and July 15th to 21st, 1966.

I have had our Board Analysts examine the revenue working papers and for purpose of this Judgment, I accept the revenue figures submitted by the Company.

Explanations were given by Mr. A.E. Brown, Cost witness for the company, in respect of the variable expenses estimated on the present operation of trains 1, 2 and 4 only.

I have had a study made of these expenses and after adjustments for reasons given hereinafter, I will accept the following for purposes of this Judgment.

Fuel, Wages, R.D.C. repairs, Station employees, and Train other expenses	\$ 89,227
Variable road maintenance	1,366
General and Communications	8,496
Equipment Depreciation	8,689
Total expenses	<u>\$107,778</u>

Reductions have been made in the cost of fuel, wages, R.D.C. repairs, Station employees, and Train other expenses as submitted on Exhibit 21 for amounts which the company has stated are to cover supervision and associated overhead charged. These overheads have been developed through multiple regression analysis and I am not satisfied that these amounts would be saved by the discontinuance of the trains under review.

The variable portions of road maintenance claimed by the company on Exhibit 21 also have been developed by means of multiple regression analysis. I am not convinced that this amount, \$2,666, would be saved in full, and so have reduced the company's estimate accordingly.

General and Communications expense consists of the pension and unemployment insurance contributions made by the company, as well as the variable portion of accounting, communications and other costs which would be saved on the longer term. While a certain amount of variability may be ascribed to these items, I am not satisfied that the discontinuance of passenger services being studied would result in a saving as claimed, and so I have made certain reductions.

In past cases, the Board has not recognized cost of money as an item of variable expense, although it has been considered in determining financial improvement based on a rate of 5%. I will accordingly apply a rate of 5% on the R.D.C. equipment, and will consider \$6,700 as being cost of money. I am not satisfied, however, that any financial improvement would ensue to the company in respect of road property, and have disallowed the full amount claimed on the investment in road property.

The effect of the foregoing adjustments result in changes to Exhibit 22 as follows:

Exhibit 22 (as revised by the Board)

Gross Revenue

Passenger Rail Fares	\$ 73,900
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Exhibit 22 (as revised by the Board) (Cont'd)

Expenses

Estimated Annual Operating Cost of Trains 1, 2 and 4	\$107,778
Say	<u>\$107,800</u>
Net Deficit	\$ 33,900
Cost of Money	<u>\$ 6,700</u>
Financial Improvement on Proposed Basis	<u>\$ 40,600</u>

Even reduced to \$33,900 the net annual deficit of the railway is still considerable and the railway should not be asked to continue to bear this heavy burden unless there are very good reasons that it should do so.

As stated by Railway Counsel "The principle under which such applications are generally decided involve the weighing of the railway's financial losses due to the operation of the train service as against the inconvenience to the public caused by the discontinuance of the operation." I find that in this case, the losses to the railway outweigh the inconvenience that may be caused to the public as a result of the discontinuance of the train service and for this reason, the railway may discontinue to operate its trains 1, 2 and 4 between Sherbrooke and Quebec City not earlier than the 30th of April 1967 and on not less than thirty days' prior notice. An Order will issue accordingly.

(Signed) J.E. DUMONTIER.

I CONCUR:

(Signed) W.R. IRWIN.

OTTAWA, March 6, 1967.

ORDER NO. 123654

MONDAY, THE 6TH DAY OF
MARCH, A.D. 1967.

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Quebec Central Railway
Company, (Canadian Pacific Railway
Company), for authority to discontinue
the operation of trains Nos. 1, 2 and
4 between Sherbrooke and Quebec
City, in the Province of Quebec:*

File No. 27563.207

UPON hearing the application at a sittings of the Board held in Thetford Mines, P.Q., on October 5, 1966, in the presence of Counsel for the Quebec Central Railway Company, J.L. Dutil, Solicitor for the City of Thetford Mines, René Guertin, Mayor of Disraeli, Anselme Tourigny, Secretary-Treasurer of East Angus, P.Q., and L.G. Nadeau representing the Municipality of East Broughton --

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Quebec Central Railway Company (Canadian Pacific Railway Company) is authorized to discontinue the operation of its trains Nos. 1, 2 and 4 between Sherbrooke and Quebec City, in the Province of Quebec.

2. The said discontinuance shall not take place earlier than the 30th of April, 1967, and on not less than thirty days' prior notice to the Board.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

RELATIVEMENT à la demande faite par la Quebec Central Railway Company (compagnie de chemin de fer du Pacifique-Canadien) pour obtenir l'autorisation d'abandonner l'exploitation des trains nos 1, 2 et 4 entre Sherbrooke et Québec, dans la province de Québec.

Dossier n° 27563.207
le 6 mars 1967

DEVANT:

J.-E. DUMONTIER
W.R. IRWIN

*commissaire en chef suppléant
commissaire*

ONT COMPARU:

J.-E. PARADIS, C.R. }
et
R.J. MADGE }
J.L. DUTIL
RENÉ GUERTIN
ANSELME TOURIGNY
L.G. NADEAU

*pour la Quebec Central Railway
Company*

*pour la ville de Thetford Mines
maire de Disraëli
secrétaire-trésorier, East Angus
représentant la municipalité
de East Broughton.*

Audience tenue à Thetford Mines (P.Q.) le 5 octobre 1966.

JUGEMENT

DUMONTIER, commissaire en chef suppléant

Le 26 novembre 1965, la Quebec Central Railway Company a déposé une demande en vue d'abandonner l'exploitation des trains de voyageurs nos 1, 2 et 4 entre Sherbrooke et Québec. Les raisons qu'elle a invoquées à l'appui de sa demande étaient le petit nombre de voyageurs payants transportés et une perte annuelle de \$54,100.

Presque toutes les agglomérations desservies par ces trains se sont opposées à leur suppression. De façon générale, les objections soulevées concernaient les graves ennuis que causerait au public la discontinuation de ces services de trains de voyageurs.

Avant l'audience, un inspecteur de la Commission a eu avec les représentants des municipalités en cause des entrevues qui ont révélé que seize municipalités

s'opposaient à l'abandon de ces trains, que sept avaient adopté une résolution de sympathie à l'égard des autres municipalités et que cinq n'y voyaient pas d'objection.

Au cours de l'audience, tenue le 5 octobre, la preuve présentée par la Compagnie portait que la ligne sur laquelle ces trains circulent couvre une distance de 147.6 milles entre Sherbrooke et Québec. Les centres industriels desservis par ces trains comprennent Sherbrooke, East Angus, Bishopton, Weedon, Saint-Gérard, Black Lake, Dark Lake, Disraëli, Coleraine, Thetford Mines, Robertson, East Broughton, Vallée Jonction, Sainte-Marie, Scott Jonction, Ville-Lambert, Breakyville, Charny et Québec.

M. F.-S. Champagne, directeur de la Quebec Central Railway Company, a expliqué que ce service de voyageurs a été assuré par un auto-rail depuis le mois de février 1957 et que les seuls employés qui seraient touchés par l'abandon projeté sont deux mécaniciens de locomotive et deux chefs de train qui seraient affectés au service de trains de marchandises.

M. C.G. Blake, directeur du trafic-marchandises et du trafic-voyageurs, a déclaré dans son témoignage que depuis 1964, en vue de rendre service à ses clients, la Compagnie fait partir son train de Sherbrooke très tôt le matin de façon à permettre aux personnes qui vont à Québec pour affaires d'y passer la journée et de rentrer à Sherbrooke le soir.

M. Blake a déposé des indicateurs des services d'autobus assurés par les Autobus Provencher entre East Angus et Sherbrooke, les Autobus Coderre Enregistré entre Disraëli et Thetford Mines, les Autobus Nolin Inc. entre Thetford Mines et Québec, les Autobus Ste-Claire, Ste-Justine, St-Narcisse, Ltée, entre Scott Jonction et Québec, les Autobus Charny-St-Romuald Inc. entre Ville-Lambert et Québec, les Autobus Drummondville Ltée entre Sherbrooke et Mégantic via East Angus, les Autobus Fortin et Poulin Inc. entre Sherbrooke et St-Georges-Est via East Angus, les Autobus Lachance et Frères Enr. entre Mégantic et Québec via Vallée Jonction et Scott Jonction ainsi que par d'autres entre Montréal et Thetford Mines et entre Thetford Mines et Plessisville, services qui permettent la correspondance avec des services vers Montréal ou Québec.

M. Blake a exposé brièvement les efforts faits par sa compagnie pour compenser la baisse du trafic-voyageurs, qui a commencé à se manifester dès 1950 et qui résulte de la concurrence des nombreuses lignes d'autobus, des taxis et des voitures particulières.

M. Arthur Pelletier, directeur régional de deux compagnies d'autobus, la Quebec Central Transportation Co. et Le Voyageur, a déclaré que la Quebec Central Transportation assure un service quotidien, dans les deux sens, entre Sherbrooke et Québec via Thetford Mines et des services supplémentaires le

vendredi et le dimanche. Bien que cette ligne desserve tous les points entre Québec et Sherbrooke via Thetford Mines, elle ne permet pas aux voyageurs de se procurer des billets de Québec à Sherbrooke ou de Sherbrooke à Québec.

M. Pelletier a aussi déclaré que Le Voyageur Inc. exploite un service de Sherbrooke à Québec via Richmond, Victoriaville et Plessisville. M. Robert Tittley, directeur de la Quebec Transportation Company et du Voyageur Inc., a déclaré que ses compagnies étaient absolument disposées à remplacer le service qu'assure actuellement le chemin de fer par un service d'autobus identique.

M. Allan Brown, analyste de recherches senior du Pacifique-Canadien, a déposé un état qui montre le nombre moyen des voyageurs payants transportés par les trains de la Quebec Central Railway Company entre Sherbrooke et Québec durant les années 1962 à 1965 et les six premiers mois de 1966. Cet état révèle que le nombre moyen des voyageurs transportés a passé de 68 en 1962 à 26 en 1966. Il a aussi déposé un état qui indique que les frais variables estimatifs afférents à l'exploitation des trains 1, 2 et 4 durant la période de douze mois allant du 1^{er} juillet 1965 au 30 juin 1966 s'élèvent à \$133,247.

Un état déposé par M. Brown indique, pour la même période, des recettes brutes de \$73,900, ce qui représente un déficit de \$59,300.

Dans son plaidoyer, l'avocat de la Quebec Central Railway Company a soutenu que la suppression de ces trains de voyageurs ne causerait aucun préjudice au public puisque celui-ci est déjà desservi par d'autres moyens de transport. Il a aussi mentionné que la Quebec Central Transportation Company et Le Voyageur Inc. se sont engagés à remplacer par un service d'autobus le service de trains de voyageurs actuel advenant que la Commission autorise l'abandon de ce dernier.

L'avocat a également mentionné le déficit annuel du service de trains de voyageurs et il a conclu que si la Commission applique à ce cas le principe qu'elle a suivi dans des causes antérieures et "met en parallèle les pertes financières subies par la Compagnie par suite de l'exploitation de ce service de trains et les inconvénients que l'abandon d'une telle exploitation causerait au public", la demande devrait être accordée.

Bien que presque toutes les agglomérations desservies par les trains de voyageurs de la Quebec Central Railway Company aient fait parvenir des résolutions par lesquelles elles s'opposaient à la suppression de ce service de trains, seules les municipalités de Thetford Mines, East Angus, Disraëli et East Broughton se sont fait représenter à l'audience publique.

M. Dutil, avocat de la ville de Thetford Mines a mentionné les problèmes que présente la circulation routière en hiver et auxquels il faudrait faire face si les trains étaient remplacés par des autobus, à quoi le représentant de la compagnie d'autobus, M. Tittley, a répondu que l'an dernier, il n'y a eu qu'un seul jour où

la Quebec Central Transportation Company n'a pu assurer son service. M. Dutil a aussi demandé si les autobus arrêteraient à deux endroits dans la ville de Thetford Mines comme les trains le font à l'heure actuelle. On lui a assuré qu'il en serait ainsi à moins que la police ne s'y oppose. M. Dutil a en outre demandé si le Pacifique-Canadien recevait des subventions du gouvernement relativement aux déficits d'exploitation de services de voyageurs exploités à d'autres endroits au Canada. On lui a dit que le Pacifique-Canadien ne reçoit pas de subventions pour ses services de trains de voyageurs. Il s'est dit d'avis que le déficit n'est pas important si on le met en regard des profits réalisés ailleurs et, pour cette raison, il a demandé que le service de trains soit maintenu.

M. Tourigny, secrétaire-trésorier de la ville de East Angus, a exprimé l'avis que les trains de voyageurs offrent plus de sécurité que les véhicules routiers. Il estime, en outre, qu'il est injuste que les chemins de fer doivent payer des taxes aux municipalités alors que leurs concurrents ne le font pas et il a proposé que le service de trains soit continué pour une autre année pour permettre au gouvernement d'améliorer les routes pour les services d'autobus.

M. R. Guertin, maire de Disraëli, a fait remarquer que lorsque le gouvernement provincial ou les municipalités essaient d'attirer les industries, la première question qui se pose concerne les moyens de transport des marchandises et des voyageurs et il s'est dit d'avis que le chemin de fer devrait collaborer en continuant ses services.

M. L.-G. Nadeau, représentant de la municipalité de East Broughton, a dit craindre que la discontinuation du service de voyageurs ne soit suivie de demandes en vue de la réduction des services d'autobus.

La pièce n° 15, déposée par la Quebec Central Railway Company, montre que le nombre moyen de voyageurs que les trains 1, 2 et 4 transportent par voyage a baissé graduellement, passant de 68 en 1962 à 26 en 1966. Les agglomérations desservies par le service de trains de voyageurs représentent une population d'environ 65,000, sans compter Québec et Sherbrooke. La région est dotée de bonnes routes et de nombreux services d'autobus y sont assurés. Il est évident que la baisse sensible de la clientèle des trains de voyageurs, dans une région si populeuse, ne peut s'expliquer que par la préférence que le public accorde aux autres moyens de transport. Si l'abandon de ce service de trains ne peut se faire sans causer quelques ennuis à un certain nombre de personnes, je crois que la grande majorité du public ne serait pas touchée.

La Compagnie a présenté la pièce 22 afin de faire voir les recettes et les frais variables estimatifs du service des trains 1, 2 et 4 entre Sherbrooke et Québec (Quebec Central Railway Company), selon le régime d'exploitation actuel.

Cette pièce apparaît ci-après telle qu'elle a été présentée par la Compagnie.

**Recettes et frais variables estimatifs, Trains 1, 2 et 4 (Q.C.R.) entre
Sherbrooke et Québec pour la période de douze mois allant du
1^{er} juillet 1965 au 30 juin 1966**

Recettes brutes

Prix de passage des voyageurs	\$ 73,900
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Dépenses

Frais d'exploitation annuels estimatifs des trains 1, 2 et 4	<u>133,200</u>
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Recettes annuelles nettes (Déficit)	(\$ 59,300)
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La Compagnie a aussi présenté une pièce (n° 21) donnant la répartition des dépenses variables.

Articles de dépense

Combustible	\$ 8,424
Salaires des mécaniciens de locomotives	20,842
Salaires des chefs de train	16,349
Employés de gare	5,534
Réparation des autorails	31,755
Autres dépenses de train	10,323
Frais variables d'entretien de la voie	2,666
Frais généraux et communications	11,296
Dépréciation du matériel	8,689
Coût de l'argent — autorails	15,319
— voie	<u>2,050</u>
Total	\$133,247
Disons	\$133,200

En ce qui concerne les recettes provenant des voyageurs, le témoin de la compagnie, M. A.E. Brown, a expliqué qu'elles ont été déterminées en prenant le nombre de voyageurs payants transportés durant l'année terminée le 30 juin 1966 et en multipliant ce nombre par la recette moyenne par voyageur transporté, gagnée par la compagnie, durant deux périodes d'une semaine chacune prises pour échantillons, soit la semaine du 9 au 15 août 1965 et la semaine du 15 au 21 juillet 1966.

J'ai fait examiner le calcul des recettes par les analystes de la Commission et, aux fins du présent jugement, j'accepte les chiffres des recettes présentés par la Compagnie.

M. A.E. Brown, témoin de la Compagnie relativement aux prix de revient, a donné des explications au sujet de l'estimation des dépenses variables d'après l'exploitation actuelle des trains 1, 2 et 4 seulement.

J'ai fait étudier ces dépenses et, après quelques ajustements dont la raison est donnée ci-après, j'accepterai les chiffres suivants aux fins du présent jugement.

Combustible, salaires, réparation des autorails, employés de gare et autres dépenses de train	\$ 89,227
Frais variables d'entretien de la voie	1,366
Frais généraux et communications	8,496
Dépréciation du matériel	8,689
Dépenses totales	<u>\$107,778</u>

Des montants que la Compagnie a dit se rapporter à la surveillance et à des frais généraux connexes ont été déduits du coût afférent au combustible, aux salaires, à la réparation des autorails, aux employés de gare et aux autres dépenses de train apparaissant sur la pièce 21. Ces frais généraux ont été obtenus par une analyse suivant la méthode de régression multiple et je ne suis pas convaincu que ces montants seraient épargnés par suite de l'abandon du service de trains qui est à l'étude.

Les parties variables des frais d'entretien de la voie invoquées par la Compagnie ont aussi été calculées par cette méthode. Je ne suis pas convaincu que ce montant de \$2,666 serait épargné en entier et j'ai réduit l'estimation de la Compagnie en conséquence.

Le chiffre des frais généraux et communications comprend les contributions de la Compagnie au fonds de pension et à l'assurance-chômage des employés ainsi que la partie variable des frais de comptabilité, de communications et autres frais qui seraient épargnés après une certaine période. Bien qu'un certain caractère de variabilité puisse être attribué à ces postes de dépenses, je ne suis pas convaincu que l'abandon des services de voyageurs à l'étude entraînerait les économies mentionnées par la Compagnie et, par conséquent, j'ai fait certaines réductions.

Dans les causes antérieures, la Commission n'a pas admis le coût de l'argent au titre de dépense variable bien qu'il ait été tenu compte de ce coût suivant un taux de 5 p. 100, dans la détermination de l'amélioration de la situation financière. En conséquence, j'appliquerai un taux de 5 p. 100 au poste du matériel-autorail et je tiendrai le montant de \$6,700 pour le coût de l'argent. Je ne suis pas convaincu cependant que l'abandon du service en cause vaudrait une

amélioration financière à la Compagnie en ce qui concerne la voie et j'ai rejeté au complet le montant invoqué au chapitre des investissements dans la voie.

Après les ajustements susmentionnés, la pièce 22 devient la suivante:

Pièce 22 (révisée par la Commission)

Recettes brutes

Prix de passage des voyageurs	\$ 73,900
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Dépenses

Frais d'exploitation annuels estimatifs des trains 1, 2 et 4	107,778
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Disons	<u>107,800</u>
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Déficit net	\$ 33,900
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Coût de l'argent	\$ 6,700
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Amélioration financière d'après la base proposée	<u>\$ 40,600</u>
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Même en le réduisant à \$33,900, le déficit annuel net est encore important et il ne devrait pas être demandé à la Compagnie de continuer de supporter ce lourd fardeau à moins qu'il n'y ait de très bonnes raisons de le faire.

Comme l'a mentionné l'avocat de la Compagnie, le principe sur lequel s'appuie généralement la décision dans de tels cas consiste à mettre en regard la perte financière que l'exploitation du service de trains représente pour la Compagnie et les inconvénients que causerait au public l'abandon de cette exploitation. J'estime que dans le cas à l'étude, les pertes subies par la Compagnie l'emportent sur les inconvénients que subirait le public par suite de la discontinuation du service de trains et c'est pourquoi la Compagnie pourra cesser d'exploiter les trains 1, 2 et 4 entre Sherbrooke et Québec, au plus tôt le 30 avril 1967 et après un avis d'au moins trente jours. Une ordonnance sera rendue en conséquence.

(Signé) J.-E. Dumontier

J'agrée

(Signé) W.R. Irwin

OTTAWA, le 6 mars 1967

ORDONNANCE N° 123654

LE LUNDI 6 MARS 1967

J.-E. DUMONTIER,
commissaire en chef suppléant
W.R. IRWIN,
commissaire

*RELATIVE à la demande faite par
la Quebec Central Railway Company
(compagnie de chemin de fer du
Pacifique-Canadien) pour obtenir
l'autorisation d'abandonner l'exploit-
ation des trains n^{os} 1, 2 et 4 entre
Sherbrooke et Québec, dans la provin-
ce de Québec:*

Dossier n° 27563.207

APRÈS audition de la requête à une séance de la Commission tenue à Thetford Mines (P.Q.) le 5 octobre 1966, en présence de l'avocat de la Quebec Central Railway Company; de M. J.L. Dutil, avocat de la ville de Thetford Mines; de M. René Guertin, maire de Disraëli, de M. Anselme Tourigny, secrétaire-trésorier de East Angus (P.Q.) et de M. L.-G. Nadeau, représentant la municipalité de East Broughton--

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

1. La Quebec Central Railway Company (compagnie de chemin de fer du Pacifique-Canadien) est autorisée à discontinuer l'exploitation de ses trains n^{os} 1, 2 et 4 entre Sherbrooke et Québec, dans la province de Québec.

2. Cette discontinuation ne pourra pas avoir lieu avant le 30 avril 1967 et devra être précédée d'un avis à la Commission d'au moins trente jours.

Le Commissaire en chef suppléant,

J.-E. DUMONTIER

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the accident which occurred on the 7th day of October, 1966, at the level crossing of St. Charles Street, Dorion, P.Q., and the railway of the Canadian National Railways, mileage 24.54 Kingston Subdivision.

File No. 9437.461

March 9, 1967

BEFORE:

ROD. KERR, Q.C.,
J.E. DUMONTIER,
J.M. WOODARD,

*Chief Commissioner.
Deputy Chief Commissioner.
Commissioner.*

APPEARANCES:

PAUL GÉRIN-LAJOIE, Q.C.,
and

for the Town of Dorion.

B. LACOMBE,
MARC BRIERE,
R.B. HOLDEN,
W.A. GRANT, Q.C.,
C. PERRAULT, Q.C.,
and

*for certain families.
for Fleury family.
for Insurers of the school bus.*

H.J.G. PYE,
M.S. BISTRISKY,

for Canadian National Railways.

J.C. NOLIN, Q.C.,
G. COTE,

*for Canadian Pacific Railway
Company.
for Government of Quebec.
for Department of Justice, Ottawa.*

INTERIM JUDGMENT

KERR, C.C., DUMONTIER, D.C.C., WOODARD, C.:

This is an Interim Judgment in respect of several matters considered at the Hearing held by the Board at Dorion, Quebec, on February 13th-17th and February 20th-23rd. Other pertinent matters will be dealt with subsequently.

Grade Separation to Eliminate St. Charles Street Level Crossings

On the last day of the Hearing the Chief Commissioner indicated that the Board approves in principle the construction of a suitable grade separation to eliminate the two level crossings of the railways and St. Charles Street and that it is willing to make the maximum permissible grants from The Railway Grade Crossing Fund towards the cost of such a grade separation. If the cost towards which the Board can make a grant is at least \$625,000 in respect of each crossing, the maximum amount that the Board can grant is \$1,000,000 in total. Certain alternative designs and sites for the grade separation have been considered by Lalonde, Girouard and Letendre, consulting engineers retained by the Town of Dorion, and they were explained to the Board at the Hearing by Mr. Lalonde. No final choice has been made. The cost of the structure favoured by Mr. Lalonde at the time of the Hearing was estimated by him at about \$2,300,000. The Town will progress the matter further with the Board as soon as possible. The Board will co-operate with the Town, the Provincial Authorities and the railway companies with the objective of providing a suitable grade separation as quickly as reasonably possible.

At the Hearing, Mr. Paul Gérin-Lajoie, Counsel for the Town, filed a petition of the Town, requesting, in effect,

- a) an order limiting train speed to 25 miles per hour in Dorion,
- b) an order that the railway companies place watchmen at each crossing at the expense of the companies,
- c) that the companies be required to fence their railways, and
- d) that parking of railway cars be prohibited on service tracks near St. Charles Street.

Fencing

Section 277 of the Railway Act provides that a railway company shall erect and maintain upon its railway, a) fences of a minimum height of 4'6" on each side of the railway. By virtue of subsection (3) such fences shall be suitable and sufficient to prevent cattle and other animals from getting on the railway lands. Subsection (4) gives the Board power to relieve the company, temporarily or otherwise, from erecting and maintaining such fences where the railway passes through any locality in which, in the opinion of the Board, such fences are unnecessary. The Chief Commissioner made observations in that respect at the Hearing.

Upon what is before the Board at this time, we are of the view that the fencing required by Section 277 should be erected and maintained along the railways in Dorion and we will not relieve the railway companies from their

obligation in that respect, except that, owing to present winter conditions and the resulting impracticability of erecting fences until some time after the winter is past, we will relieve the companies from erecting and maintaining such fences until June 30th next. The Town asked for a particular kind of fence. We do not think that we should super-impose upon the fencing obligation set forth in the Railway Act a further requirement that the fence be the particular kind requested by the Town.

It is a well known fact that railway companies experience considerable difficulty in maintaining fences, despite willingness on their part to do so.

Train Speed Limitation of 10 miles per hour

Section 312(1) of the Railway Act provides that no train shall pass at a speed greater than 10 miles an hour in or through any thickly peopled portion of any city, town or village, unless the track is fenced or properly protected in the manner prescribed by the Railway Act, or unless permission is given by some regulation or order of the Board.

The Town asked for a train speed limitation of 25 miles per hour in Dorion. It did not ask for a 10 miles per hour speed limitation, but a petition for such 10 miles per hour limitation was filed by Mr. Arthur Pothier. The Chief Commissioner spoke to the matter also at the Hearing.

We are of the opinion that a train speed limitation of 10 miles per hour would not be in the best interests of the Town, the Railways or safety of the public. Extreme congestion and back-up of highway traffic on St. Charles Street would be caused by long trains moving at 10 miles per hour over the crossings with the gates down, and motorists would have an urge to attempt to cross the tracks in front of trains rather than wait for them to go by. Trains moving at that speed would offer an enticement to boys to try to hitch rides by grabbing the ladders that are on cars for the use of trainmen.

We will, by virtue of the power given to the Board by Section 312(1), permit trains to operate at a speed greater than 10 miles an hour in Dorion, subject to compliance with other provisions of the Railway Act and the Board's orders and regulations in respect of speed.

Request for Speed Limitation of 25 miles per hour

The Town requested a train speed limitation of 25 miles per hour on both railways. The railway companies opposed that request. Canadian National trains have been subject to a statutory speed limitation of 25 miles per hour at its crossing of St. Charles Street ever since the train-bus accident. This is a statutory speed restriction imposed by Section 312(4) of the Railway Act when an accident of the kind described in that subsection occurs. Canadian Pacific trains

did not become subject to that speed limitation, for the accident was not at the Canadian Pacific crossing.

Apart from the train-bus accident of October 7th last year, the accident record of the St. Charles Street crossings has not been bad, for there has not been a reported accident at either crossing involving a train and a motor vehicle causing bodily injury or death since 1951 at the Canadian National crossing and since 1921 at the Canadian Pacific crossing.

It was said that boys play a game called "chicken" on the railway tracks in Dorion, in which the first boy to move from the path of an approaching train is "chicken". Deplorable, dangerous and senseless as that game is, wherever it is played by trespassers, railways should not be obligated to curtail their operations because of it.

The crossings are protected by modern automatic short arm gates, flashing lights and bells. There are thousands of level crossings in Canada and the United States with those devices. But motorists and pedestrians sometimes fail to observe and obey warning of trains given by such devices, either by deliberate choice on their part or by lack of judgment or failure to exercise reasonable care or by failure to realize the existence of danger. Weather conditions and visibility are factors.

There is, moreover, a large measure of public worry and alarm in Dorion in respect of the operation and speed of the many trains passing over the St. Charles Street crossings, having regard to the train-bus collision; some incidents that occurred, and others that were said to have occurred in the operation of trains and the gates at the crossings; the fact that St. Charles Street provides the only way for the public to cross the railways within the limits of Dorion; also due to the fact that there are double-track main line and switching movements and heavy traffic of motor vehicles, buses and pedestrians of all ages, and about 100 trains daily; that the crossings are only about 350 feet apart and have approaches that are somewhat steep and also have certain obstructions to view; and that St. Charles Street is narrow and in the area of the crossings serves a business district in which street parking is permitted. Elimination of the crossings by a grade separation is in prospect.

We are not convinced that a train speed limitation of 25 miles per hour, or some other limitation of what has been normal train speeds in recent years in Dorion, will actually prevent or reduce accidents involving trains. However, it conceivably might do so in a particular situation. The question as to what effect train speed has in relation to train accidents is arguable and depends to a large extent on individual circumstances, for accidents happen at all speeds and in a great variety of circumstances, many at relatively low train speeds. For a collision

between a train and a motor vehicle to take place, both must be at the crossing at the same time; and if the speed of either had been faster or slower, that one might not have been at the crossing at the same time as the other. Without that coincidence of train and vehicle at the same time and place the particular accident would not have occurred. The speed of the train is not necessarily the cause of an accident, although the presence of the train is an incident without which the accident would not have occurred.

However, having regard to the special circumstances in Dorion, we are of the opinion that a train speed limitation of 35 miles per hour is warranted for the St. Charles Street crossings for at least a trial period until it appears that such limitation should be removed or changed. We think that this limitation would not be more than a minor disadvantage to the railway companies. The limitation will apply on both railways, for their operations and the crossings are substantially similar. It will apply to trains only as they enter the crossings, but the effect will be to reduce speed a considerable distance from the crossings in order not to exceed 35 m.p.h. at the crossings. As soon as the foremost part of a train has entered a crossing its speed may be increased so that the train will not block the crossing longer than necessary.

We have decided upon a limitation of 35 m.p.h. in preference to 25 m.p.h. At 25 m.p.h. a long train would keep the gates down for about four minutes. Having regard to the proximity of the crossings to each other and the frequency of train movements, the opportunity for highway traffic to move on St. Charles Street over the crossings would be more seriously delayed and there would be more back-up of motor vehicles at and between the crossings at a train speed of 25 m.p.h. than at 35 m.p.h., and there could be a greater tendency on the part of impatient motorists and pedestrians to ignore the gates and warning lights, not as great as at 10 m.p.h. but greater than at 35 m.p.h. No train speed limitation, not 35, nor 25, nor 10 m.p.h., is a guarantee against accident, but on balance we consider that a limitation of 35 m.p.h. would serve safety and convenience of the public more than a 25 m.p.h. would and that it is appropriate in the circumstances.

In 1948 representations were made by the Town for elimination of the crossings and pursuant thereto one of the Board's engineers met with representatives of the Town and the Chamber of Commerce and the Railways and together they inspected the crossings and considered the Town's suggestion that a subway be constructed. At that time the maximum grant that the Board could make towards the cost of a grade separation was only \$100,000 per crossing and the total amount provided each year to The Railway Grade Crossing Fund for the whole of Canada was only \$500,000. At that meeting it was agreed by those present that because of the high cost and physical factors the proposal for a subway was not feasible.

The Board's engineer suggested that a new level crossing be opened where the Town was expanding in a westerly direction. Since that time, until the October 7th accident, no request was received by the Board for a grade separation or a speed limitation on train movements or protection in addition to the present gates and lights.

Watchmen at Crossings

Since the October 7th accident, the Town has had its police officers at the crossings to control traffic during periods when school buses are using them. The Town estimated that this occasions an extra cost to the Town of about \$750 per month. The Town asked that the railway companies provide watchmen at the expense of the companies.

Having regard to the existing protection at the crossings and the speed limitation we are ordering, we are not disposed, on what has been placed before us, to order the companies to provide watchmen at the crossings.

Railway Cars on Sidings

The Town also requested that the parking of railway cars on service tracks near St. Charles Street be prohibited for the reason that they are an obstruction to view.

It is sometimes necessary for railway cars to be placed on the service tracks, and we will not make an order generally prohibiting the placing of cars there, but we will expect the companies not to leave cars there except in circumstances when it is necessary to do so, and in such circumstances the cars should be kept as far from the crossing as possible.

Order to be Issued

An order will be issued in accordance with this Interim Judgment,

- a) granting relief to the companies from erecting and maintaining fences along their railways in Dorion until June 30th next,
- b) permitting trains to be operated in Dorion at a speed greater than 10 miles an hour,
- c) requiring Canadian National Railways and Canadian Pacific Railway Company to issue instructions imposing a speed limitation of 35 miles an hour on trains as they enter the St. Charles Street crossings, and
- d) removing the statutory speed restriction of 25 miles an hour at the Canadian National crossing of St. Charles Street.

(Sgd.) ROD. KERR

(Sgd.) J.E. DUMONTIER

(Sgd.) J.M. WOODARD

Ottawa, March 9, 1967.

ORDER NO. 123683

**THURSDAY, THE 9TH DAY OF
MARCH, A.D. 1967**

ROD. KERR, Q.C.,

Chief Commissioner.

J.E. DUMONTIER,

Deputy Chief Commissioner.

J.M. WOODARD

Commissioner.

*IN THE MATTER OF the accident
which occurred on the 7th day of
October, 1966 at the level crossing
of St. Charles Street, Dorion, P.Q.,
and the railway of the Canadian
National Railways, mileage 24.54
Kingston Subdivision:*

File No. 9437.461

UPON hearing the matter at a sittings of the Board held in Dorion, Quebec, on February 13th to 17th and February 20th to 23rd, 1967, in the presence of Counsel for the Town of Dorion, Counsel for certain families, for the Fleury family, and for the Insurers of the school bus; Counsel for the Canadian National Railways, the Canadian Pacific Railway Company, the Government of Quebec, and the Department of Justice, Ottawa, and upon reading the submissions filed--

IT IS HEREBY ORDERED AS FOLLOWS:

1. Until the 30th day of June, 1967, the Canadian National Railways and the Canadian Pacific Railway Company are relieved from erecting and maintaining right of way fences on both sides of their right of ways within the limits of the Town of Dorion, in the Province of Quebec.

2. The Canadian National Railways and the Canadian Pacific Railway Company are permitted to operate their trains within the limits of the Town of Dorion, in the Province of Quebec, at a speed greater than ten miles an hour.

3. The Canadian National Railways and the Canadian Pacific Railway Company shall issue instructions that no train shall enter the level crossing of their railways and St. Charles Street, in the Town of Dorion, in the Province of Quebec, at mileage 24.54 Kingston Subdivision of the Canadian National Railways and mileage 19.13 Winchester Subdivision of the Canadian Pacific Railway Company, at a speed greater than thirty-five miles per hour.

4. The speed limitation prescribed by subsection 4 of section 312 of the Railway Act shall not be in effect at the crossing of St. Charles Street and the railway of the Canadian National Railways, in the Town of Dorion, in the Province of Quebec, mileage 24.54 Kingston Subdivision, unless an accident of

the type specified in the said subsection occurs thereat subsequent to the date of the accident referred to in the heading of this Order.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

RELATIVEMENT à l'accident survenu le 7 octobre 1966 au passage à niveau situé au croisement de la rue Saint-Charles, à Dorion (P.Q.), et de la voie ferrée des chemins de fer Nationaux du Canada, au point milliaire 24.54 de la subdivision de Kingston.

*Dossier n° 9437.461
le 9 mars 1967*

DEVANT:

ROD. KERR, c.r.,
J.-E. DUMONTIER
J.M. WOODARD

*commissaire en chef
commissaire en chef suppléant
commissaire*

ONT COMPARU:

PAUL GÉRIN-LAJOIE, c.r. }
et

S. LACOMBE
MARC BRIÈRE
H.B. HOLDEN
W.A. GRANT, c.r.

pour la ville de Dorion

*pour certaines familles
pour la famille Fleury
pour les assureurs de l'autobus
scolaire*

C. PERRAULT, c.r.
et

H.J.G. PYE
M.S. BISTRISKY

*pour les chemins de fer Nationaux
du Canada*

J.-C. NOLIN, c.r.

*pour la Compagnie de chemin de fer
du Pacifique-Canadien
pour le gouvernement de la province
de Québec*

G. CÔTÉ

*pour le ministère de la Justice,
Ottawa.*

JUGEMENT INTÉIMAIRE

KERR, commissaire en chef; DUMONTIER, commissaire en chef suppléant;
WOODARD, commissaire.

Le présent jugement intérimaire porte sur plusieurs des questions qui ont été étudiées à l'audience tenue par la Commission, à Dorion (P.Q.), du 13 au 17

février et du 20 au 23 février 1967. Les autres questions pertinentes seront traitées plus tard.

Étagement des voies en vue de la suppression des passages à niveau de la rue Saint-Charles.

Le dernier jour de l'audience, le commissaire en chef a fait savoir que la Commission approuve en principe la construction d'un étagement approprié des voies de façon à supprimer les deux croisements à niveau des chemins de fer et de la rue Saint-Charles et qu'elle est disposée à prélever sur la Caisse des passages à niveau les contributions maximums permises au coût d'un tel étagement des voies. Si le coût à l'égard duquel la Commission peut verser une contribution est d'au moins \$625,000 pour chaque passage, le montant maximum que la Commission peut accorder est d'un million de dollars en tout. Lalonde, Girouard et Letendre, ingénieurs conseils dont la ville de Dorion a retenu les services, ont étudié, pour cet étagement des voies, certains autres projets et emplacements sur lesquels M. Lalonde a donné des explications à la Commission au cours de l'audience. Aucun choix définitif n'a été fait. Le coût de l'ouvrage que M. Lalonde semblait préférer lors de l'audience a été estimé par lui à environ \$2,300,000. La ville reprendra aussitôt que possible l'étude de la question avec la Commission. La Commission collaborera avec la ville, les autorités provinciales et les compagnies de chemin de fer pour assurer la construction d'un étagement convenable des voies le plus tôt possible.

À l'audience, M. Paul Gérin-Lajoie, avocat conseil pour la ville, a déposé une requête de la ville par laquelle celle-ci demandait:

- a) une ordonnance limitant à 25 milles à l'heure la vitesse des trains à Dorion,
- b) une ordonnance enjoignant aux compagnies de chemin de fer de placer un gardien à chaque passage à niveau à leurs propres frais,
- c) que les compagnies soient tenues de clôturer leur emprise, et
- d) qu'il soit interdit de garer des wagons sur les voies de service près de la rue Saint-Charles.

Clôtures

L'article 277 de la Loi sur les chemins de fer prévoit qu'une compagnie de chemin de fer doit ériger et entretenir sur le parcours de son chemin de fer a) des clôtures d'une hauteur minimum de quatre pieds six pouces, de chaque côté de la voie. En vertu du paragraphe (3), ces clôtures doivent être convenables et suffisantes pour empêcher les bestiaux et autres animaux de pénétrer dans les terres du chemin de fer. Le paragraphe (4) donne à la Commission le pouvoir de libérer la compagnie, provisoirement ou autrement, de l'obligation d'ériger et

d'entretenir ces clôtures, lorsque le chemin de fer traverse une localité où, de l'avis de la Commission, ces clôtures ne sont pas nécessaires. Le commissaire en chef a fait des observations à ce sujet au cours de l'audience.

D'après ce que la Commission a devant elle en ce moment, nous sommes d'avis que les clôtures prescrites par l'article 277 devraient être érigées et entretenues le long des voies ferrées dans la ville de Dorion et nous ne dégagerons pas les compagnies de chemin de fer de l'obligation qui leur incombe à cet égard, sauf que, à cause des conditions qui existent cet hiver et de la quasi-impossibilité qui en résulte d'ériger des clôtures avant qu'il se soit écoulé quelque temps après la fin de l'hiver, nous dégagerons les compagnies, jusqu'au 30 juin prochain, de l'obligation d'ériger et d'entretenir ces clôtures. La ville a demandé des clôtures d'un genre particulier. Nous ne croyons pas devoir imposer, en plus de l'obligation de clôturer prévue dans la Loi sur les chemins de fer, l'obligation d'ériger des clôtures du genre demandé par la ville.

C'est un fait bien connu que les compagnies de chemins de fer éprouvent beaucoup de difficultés à entretenir des clôtures, en dépit de leur bon vouloir à ce sujet.

Vitesse des trains limitée à 10 milles à l'heure

L'article 312 (1) de la Loi sur les chemins de fer prévoit qu'aucun train ne peut traverser à une vitesse de plus de 10 milles à l'heure un quartier populeux d'une cité, d'une ville ou d'un village, à moins que la voie ferrée ne soit clôturée ou convenablement protégée de la manière prescrite par la Loi sur les chemins de fer, ou à moins que ne le permette un règlement ou une ordonnance de la Commission.

La ville de Dorion a demandé que la limite de vitesse des trains soit de 25 milles à l'heure dans les limites de son territoire. Elle n'a pas demandé une limite de vitesse de 10 milles à l'heure, mais M. Arthur Pothier a déposé une requête demandant une telle limite. Le commissaire en chef a également parlé de cette question lors de l'audience.

Nous sommes d'avis qu'une limite de vitesse des trains de 10 milles à l'heure ne serait pas dans le meilleur intérêt de la ville, des chemins de fer ou de la sécurité du public. La rue Saint-Charles connaîtrait un embouteillage extrême et de longues queues de véhicules arrêtés si des trains très longs franchissaient les passages à niveau à une vitesse de 10 milles à l'heure les barrières étant baissées, alors que les automobilistes seraient portés à essayer de franchir les voies ferrées avant le passage des trains plutôt que d'attendre qu'ils soient passés. Si les trains circulaient à cette vitesse, les garçons seraient tentés de s'accrocher aux échelles des wagons à l'usage du personnel du train.

En vertu des pouvoirs que confère à la Commission l'article 312 (1) de la Loi, nous autoriserons une vitesse excédant 10 milles à l'heure dans les limites de la ville de Dorion sous réserve de l'observation des autres dispositions de la Loi sur les chemins de fer et des prescriptions des ordonnances et des règlements de la Commission relatives à la vitesse.

Demande d'une limite de vitesse de 25 milles à l'heure

La ville a demandé que la limite de vitesse des trains soit de 25 milles à l'heure dans le cas des deux chemins de fer. Les compagnies de chemin de fer se sont opposées à cette demande. Les trains des chemins de fer Nationaux du Canada ont été soumis à une limite de vitesse statutaire de 25 milles à l'heure à leur passage de la rue Saint-Charles depuis la collision qui est survenue entre un train et un autobus. Il s'agit d'une limite de vitesse statutaire imposée par le paragraphe (4) de l'article 312 de la Loi imposée sur les chemins de fer lorsqu'il survient un accident du genre décrit dans ce paragraphe. Les trains du Pacifique-Canadien n'ont pas été tenus d'observer cette limite de vitesse parce que l'accident n'est pas survenu au passage à niveau de cette compagnie.

A part l'accident survenu entre un train et un autobus le 7 octobre de l'année dernière, le dossier des passages à niveau de la rue Saint-Charles n'est pas mauvais, puis qu'à ni l'un ni l'autre de ces passages il n'est survenu d'accident entre un train et un véhicule qui ait causé des blessures ou des pertes de vie depuis 1951 dans le cas du passage des chemins de fer Nationaux du Canada et depuis 1921 dans le cas du passage du Pacifique-Canadien.

On a dit que les garçons jouent sur les voies ferrées à Dorion à un jeu dans lequel le premier garçon qui quitte la voie devant un train qui s'approche est appelé "chicken". Si déplorable, dangereux et stupide que soit ce jeu et où qu'il se pratique, les chemins de fer ne devraient pas être tenus de restreindre leur activité pour cette raison.

Ces passages à niveau sont protégés par un système de protection automatique moderne de barrières à bras courts, de signaux clignotants et de sonneries. Il existe au Canada et aux États-Unis des milliers de passages à niveau protégés par de tels appareils. Mais les automobilistes et les piétons n'observent pas et ne respectent pas toujours l'avertissement donné par ces appareils, soit par un acte délibéré de leur part, soit par un manque de jugement, ou par négligence à prendre les précautions nécessaires, soit parce qu'ils ne se sont pas rendu compte du danger. Les conditions atmosphériques et la visibilité sont aussi des facteurs en cause.

En outre, par suite de la collision entre un train et un autobus, il existe un sentiment général d'inquiétude et d'angoisse à Dorion au sujet de la circulation et de la vitesse des nombreux trains qui traversent les passages à niveau de la

rue Saint-Charles; d'incidents qui se sont produits et d'autres qu'on dit s'être produits relativement à la circulation des trains et au fonctionnement des barrières aux passages à niveau; du fait que le passage de la rue Saint-Charles est le seul endroit où le public peut traverser les voies ferrées dans les limites de Dorion; aussi dû au fait que la circulation de trains sur des lignes principales à deux voies et des manœuvres d'aiguillage, de la densité du trafic d'automobiles, d'autobus et de piétons de tous les âges ainsi que du passage d'une centaine de trains par jour; que les passages à niveau ne sont qu'à 350 pieds l'un de l'autre, et ont des approches assez inclinées et qu'il existe des obstacles à la vue; et que la rue Saint-Charles est étroite et traverse, à proximité des passages, un quartier d'affaires où le stationnement dans la rue est permis. On compte que les passages à niveau seront supprimés au moyen d'étagement des voies.

Nous ne croyons pas que l'application d'une limite de vitesse des trains à 25 milles à l'heure ou de toute autre restriction à la vitesse normale des trains, à Dorion, au cours des dernières années, ait vraiment pour effet d'empêcher ou de réduire les accidents impliquant des trains. Toutefois, il est possible qu'un tel résultat s'ensuive dans certaines circonstances particulières. L'effet que peut avoir la vitesse des trains en relation avec les accidents ferroviaires est une question très discutable et dépend largement des circonstances particulières dans chacun des cas puisque les accidents surviennent à différentes vitesses et dans une grande diversité de circonstances, plusieurs de ces accidents se produisant à des vitesses relativement faibles. Pour qu'une collision se produise entre un train et un véhicule, il faut que tous deux se trouvent au passage à niveau en même temps, et si la vitesse de l'un des deux avait été plus grande ou moindre, il ne serait pas arrivé au passage en même temps que l'autre. Sans cette coïncidence de l'arrivée du train et du véhicule au même endroit en même temps, cet accident particulier n'aurait pas lieu. La vitesse du train n'est pas nécessairement la cause de l'accident, bien que la présence du train soit un facteur sans lequel l'accident n'aurait pas eu lieu.

Toutefois, vu les conditions spéciales qui existent à Dorion, nous sommes d'avis qu'une limite de vitesse des trains fixée à 35 milles à l'heure aux passages à niveau de la rue Saint-Charles est justifiée au moins pour une période d'essai jusqu'à ce qu'il soit établi que cette limite doit être supprimée ou modifiée. Nous ne croyons pas que l'application de cette limite cause plus qu'un faible désavantage aux compagnies ferroviaires. La limite s'appliquera aux deux chemins de fer vu que la circulation des trains et les passages à niveau sont essentiellement comparables. La limite s'appliquera aux trains seulement au moment où ils s'engageront dans les passages à niveau mais pour avoir alors une vitesse d'au plus 35 milles à l'heure, ils devront avoir commencé à réduire leur vitesse à une assez grande distance des passages à niveau. Dès que la

partie la plus à l'avant d'un train sera engagée sur le passage à niveau, le train pourra augmenter sa vitesse afin de ne pas obstruer ce passage plus longtemps qu'il n'est nécessaire.

Nous avons fixé la limite à 35 m/h plutôt qu'à 25 parce qu'à 25 m/h, un train d'une grande longueur tiendrait les barrières baissées durant environ quatre minutes. Étant donné que les passages à niveau sont très proches l'un de l'autre et que les mouvements de train sont fréquents, des trains qui passeraient à 25 m/h au lieu de 35 nuiraient davantage à l'écoulement du trafic routier de la rue Saint-Charles aux passages et de plus longues queues de véhicules arrêtés se formeraient aux passages et entre les passages, de sorte que les automobilistes et les piétons impatients pourraient être portés à ne pas tenir compte des barrières et des feux d'avertissement, pas autant que si le train passait à 10 m/h mais plus que s'il passait à 35 milles. Aucune limite de vitesse, qu'elle soit de 35, de 25 ou de 10 m/h, n'est une garantie contre les accidents mais, dans l'ensemble, nous estimons qu'une limite de 35 m/h serait plus dans l'intérêt de la sécurité et de la commodité du public qu'une limite de 25 m/h et que la première est appropriée dans les circonstances.

En 1948, la ville a présenté une demande en vue de la suppression des passages à niveau et, à la suite de cette demande, un ingénieur de la Commission a rencontré des représentants de la ville, de la Chambre de commerce et des chemins de fer, en compagnie desquels il a inspecté les passages et étudié la proposition de la ville à l'effet qu'un passage inférieur soit construit. À ce moment, la subvention la plus élevée que la Commission pouvait accorder à l'égard du coût d'un étagement de voies n'était que de \$100,000 par passage et le montant total qui était affecté chaque année à la Caisse des passages à niveau, pour tout le Canada, n'était que de \$500,000. Lors de cette rencontre, les intéressés en présence étaient convenus que le coût élevé et les conditions physiques du projet de construction d'un passage inférieur rendaient celui-ci irréalisable. L'ingénieur de la Commission avait alors proposé l'ouverture d'un nouveau passage à niveau du côté où la ville s'agrandissait, vers l'ouest. Entre cette date et celle de l'accident, le 7 octobre dernier, la Commission n'a reçu aucune demande en vue d'un étagement des voies ou de la fixation d'une limite de vitesse applicable aux trains ou de l'installation de protection supplémentaire en sus des barrières et des feux clignotants actuels.

Gardiens aux passages à niveau

Depuis l'accident du 7 octobre, la ville fait diriger la circulation aux passages à niveau par ses agents de police durant les périodes pendant lesquelles les autobus scolaires y passent. La ville estime que ce service lui coûte des frais supplémentaires d'environ \$750 par mois. Elle a demandé que les compagnies de chemins de fer placent des gardiens à leurs propres frais.

Compte tenu de la protection existante aux passages à niveau et de la limite de vitesse que nous imposons, nous ne sommes pas disposés, d'après les arguments qui nous ont été présentés, à ordonner aux compagnies de placer des gardiens aux passages.

Wagons sur les voies de service

La ville a aussi demandé que le séjour de wagons sur les voies de service près de la rue Saint-Charles soit interdit parce qu'ils constituent un obstacle à la visibilité.

Il est parfois nécessaire de placer les wagons sur les voies de service et nous ne rendrons pas d'ordonnance portant une interdiction générale à ce sujet, mais nous comptons que les compagnies auront soin de ne pas laisser de wagons sur ces voies sauf lorsqu'il est absolument nécessaire de le faire et, en ce cas, les wagons devront être placés aussi loin que possible du passage.

Une ordonnance sera rendue

En conséquence du présent jugement intérimaire, il sera rendu une ordonnance en vertu de laquelle

- (a) les compagnies seront exemptées jusqu'au 30 juin prochain de l'obligation d'ériger et d'entretenir des clôtures le long de leurs voies ferrées dans la ville de Dorion,
- (b) les trains pourront circuler dans la ville de Dorion à une vitesse supérieure à 10 milles à l'heure,
- (c) les chemins de fer Nationaux du Canada et la compagnie de chemin de fer du Pacifique-Canadien seront tenus de publier des instructions imposant aux trains une limite de vitesse de 35 milles à l'heure au moment où ils s'engagent dans les passages à niveau de la rue Saint-Charles, et
- (d) la limite de vitesse statutaire de 25 milles à l'heure applicable au passage à niveau de la rue Saint-Charles du National-Canadien sera supprimée.

(Signature) ROD KERR

(Signature) J.E. DUMONTIER

(Signature) JOHN WOODARD

Ottawa, le 9 mars 1967.

ORDONNANCE N° 123683

JEUDI, LE 9 MARS 1967.

ROD KERR, c.r.,
commissaire en chef
J. -E. DUMONTIER,
commissaire en chef suppléant
J.M. WOODARD,
commissaire

*RELATIVE à l'accident survenu
le 7 octobre 1966 au passage à ni-
veau situé au croisement de la rue
Saint-Charles, à Dorion (P.Q.) et de
la voie ferrée des chemins de fer
Nationaux du Canada, au point
milliaire 24.54 de la subdivision
de Kingston:*

Dossier n° 9437.461

APRÈS audition de cette affaire à des séances de la Commission tenues à Dorion (P.Q.) du 13 au 17 février et du 20 au 23 février 1967, en présence des procureurs représentant la ville de Dorion; certaines familles; la famille Fleury; les assureurs de l'autobus scolaire; les chemins de fer Nationaux du Canada, la Compagnie de chemin de fer du Pacifique-Canadien; le gouvernement du Québec et le ministère de la Justice, Ottawa, et après lecture des pièces déposées —

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

1. Jusqu'au 30 juin 1967, les chemins de fer Nationaux du Canada et la Compagnie de chemins de fer du Pacifique-Canadien sont dégagés de l'obligation d'ériger et d'entretenir des clôtures des deux côtés de leurs emprises dans les limites de la ville de Dorion, dans la province de Québec.

2. Les chemins de fer Nationaux du Canada et la Compagnie de chemin de fer du Pacifique-Canadien sont autorisés à faire circuler leurs trains dans les limites de la ville de Dorion, dans la province de Québec, à une vitesse supérieure à dix milles à l'heure.

3. Les chemins de fer Nationaux du Canada et la Compagnie de chemin de fer du Pacifique-Canadien devront donner des instructions portant qu'aucun train ne doit s'engager dans le passage à niveau situé au croisement de leurs voies ferrées et de la rue Saint-Charles, dans la ville de Dorion, dans la province de Québec, au point milliaire 24.54 de la subdivision de Kingston des chemins de fer Nationaux du Canada et au point milliaire 19.13 de la subdivision de Winchester de la Compagnie de chemin de fer du Pacifique-Canadien, à une vitesse supérieure à trente-cinq milles à l'heure.

4. La vitesse maximum prescrite par le paragraphe (4) de l'article 312 de la Loi sur les chemins de fer ne sera pas applicable au passage à niveau situé au croisement de la rue Saint-Charles et de la voie ferrée des chemins de fer Nationaux du Canada, dans la ville de Dorion, dans la province de Québec, au point milliaire 24.54 de la subdivision de Kingston, à moins qu'un accident du type mentionné audit paragraphe n'y survienne après la date de l'accident mentionné dans le préambule de la présente ordonnance.

Le Commissaire en chef suppléant,
J.E. DUMONTIER.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

DEMURRAGE REGULATIONS AT CANADIAN PORTS: PROPOSED REDUCTION IN FREE TIME.

File No. 1700.418

March 21, 1967

BEFORE:

ROD KERR, Q.C.,	<i>Chief Commissioner.</i>
W. R. IRWIN,	<i>Commissioner.</i>
A. S. KIRK,	<i>Commissioner.</i>

Heard at Ottawa, January 10th and 11th, 1967.

APPEARANCES:

D. G. BLAIR	}	
and	}	
R. G. BELFOI	}	<i>for the Coal Operator's</i>
G. P. MILLER, Q. C.	}	<i>Association of Western Canada.</i>
and	}	
R. J. MADGE	}	<i>for Canadian Pacific</i>
H. J. G. PYE	}	<i>Railway Company</i>
G. G. ETIENNE	}	<i>for Canadian National Railways</i>
and	}	
J. W. CARGILL	}	<i>for Canadian National Millers Association</i>
C. S. DICKSON	}	
and	}	<i>for the Maritimes Transportation Commission.</i>
RAY MARCH	}	<i>Port of Halifax Commission.</i>
	}	<i>Saint John Port and Industrial</i>
	}	<i>Development Commission.</i>
R. ERIC GRACEY		<i>for Canadian Industrial Traffic League.</i>

JUDGMENT

KIRK: Commissioner

The Canadian National Railways; Canadian Pacific Railway Company; the Dominion Atlantic Railway Company; and the Quebec Central Railway Company

(collectively referred to herein as the railways) filed tariff amendments* to become effective May 1, 1966 reducing the free time for demurrage purposes to seven days from the present ten days, on carload freight for export at Canadian ports on the Pacific Coast and Churchill, Manitoba, and for export and furtherance at Atlantic Coast ports; also at Montreal and ports north and east thereof.

Prior to the proposed effective date of the tariff amendments, The Coal Operators' Association of Western Canada and its member companies, i.e., The Canmore Mines Limited; Coleman Collieries Limited; The Crow's Nest Pass Coal Co. Limited, applied for suspension thereof and to be heard in opposition. The Board initially postponed the effective date to allow sufficient time for other interested parties to make submissions and subsequently issued its Order No. 121460 on July 21, 1966 suspending the tariffs pending hearing and determination, having received further submissions opposing the proposed revision from the Minister of Industry and Commerce of the Province of Manitoba; the Canadian Industrial Traffic League and the Canadian National Millers Association.

The matter was set down for hearing on November 22, 1966, upon notice to as many persons, industries and associations as were known to the Board. Upon application of Counsel for the Coal Operators' Association, the hearing was postponed until January 10, 1967 and proceeded at that time. Some 273 pages of evidence and argument were taken and 19 exhibits were submitted, all of which have been considered.

The essence of the railways' case is that despite major improvements in operating performance, purchases of new equipment at heavy expense, better port facilities and increased steamship services, they are constantly facing complaints as to equipment shortages which they feel can be ameliorated by a reduction in the free time for demurrage purposes, thereby promoting a more efficient utilization of car equipment.

Data were submitted by exhibits showing substantial reductions in running time of main line freight trains; increased average load per car; increased net ton miles and freight car miles per car day; increased percentage of serviceable cars on line; and reduction in turn-around time.

* Canadian Freight Association (Western Lines) tariff 114-1; Agent G. H. Mitchell's C.T.C. (F) No. 738.

Item 400, 29th revised page 135 and 7th revised page 135A, Canadian National Railway tariff C.R. 200, C.T.C. (F) No. E. 1694.

Item 28, 18th revised page 20 and 5th revised page 20-A, Canadian Pacific Railway tariff E.3050, C.T.C. (F) No. E. 4126.

Item 95, 3rd revised page 32, Dominion Atlantic Railway tariff 131-A, C.T.C. No. 1198.

Item 175, 3rd revised page 68 and 1st revised page 68-A, Quebec Central Railway tariff 220, C.T.C. (F) No. 1105.

Conversely, by Exhibit 12, it is shown that car detention is increasing on traffic allowed ten days free time at eastern and western ports. Extracts from the Exhibit are as follows:

EASTERN PORTS:	<u>1964</u>	<u>1965</u>	<u>1966 (8 mos)</u>
Total cars unloaded	59,130	64,884	46,451
Percent held 1 to 7 days	81.7%	78.8%	79.3%
Percent held 10 days	2.9%	2.8%	3.3%
Percent held over 10 days	8.1%	10.8%	10.3%
Percent held over 7 days	18.3%	21.2%	20.7%

WESTERN PORTS (Exclusive of Port Moody)

Total cars unloaded	28,829	23,656	19,252
Percent held 1 to 7 days	91.5%	92.5%	86.7%
Percent held 10 days	1.8%	0.8%	0.9%
Percent held over 10 days	1.7%	2.0%	8.6%
Percent held over 7 days	8.5%	7.5%	13.3%

Exhibit 12, however, does not include movements via the port of Port Moody, B.C., through which flow the shipments of coal from the member companies of The Coal Operators' Association. Demurrage records at Port Moody have not been maintained in the past in the same manner as at other ports. Evidence was submitted to show that for the period from May 1st to August 31, 1966, 6,158 cars were released at Port Moody of which 4,816 were held one to four days; 311 for 7 days; 79 for 10 days, and 162 held over 10 days.

The railways contend that as they face stiffer competition than previously "we do not think we can afford the measure of free storage time that we are providing at the present time at export ports." (Transcript, p. 141) and, by Exhibit 11, point to the allowed free time of 24 hours for highway load-carrying units without distinction as to domestic or export character.

The railways also point to a report and order recommended by an Examiner of the Interstate Commerce Commission, filed herein as Exhibit 14, dealing with "Free Time for In-car Storage at U.S. Ports". The report which is 50 pages of single spaced typing, indicates a variety of demurrage regulations were in use throughout the United States which the findings appear to now require be uniform, as follows:

"(1) The maximum amount of free time for unloading rail cars with export traffic at ports in the Continental United States should be 7 days, exclusive of Saturdays, Sundays, and holidays.

(2) The proposed rules to the extent they would provide maximum free time of less than 7 days are not shown to be just and reasonable." (Exhibit 14, p. 49).

The railways refer also to a Service Order of the Interstate Commerce Commission dated March 28, 1966 reducing the free time to five days for unloading box and covered hopper cars at ports. Such Order was to have expired December 31, 1966 but has been extended to June 30, 1967. The reason cited for the reduction in free time was that pressure upon railroad transportation facilities causes car shortages in all sections of the country which are aggravated by delays in unloading at ports.

Railway witnesses involved in administering the operation of the railways acknowledged their awareness of these events in the United States and that they had some influence upon the proposed reduction in free time in Canada, but assert that the action taken in Canada was justifiable per se.

Railway Counsel sum up their case by asserting that the present allowance of ten days free time was voluntarily established by the railways and they should be allowed to reduce it as they see fit; that the railways feel the proposed reduction will improve the car supply; that if the proposed provisions do not produce that result other means must be found, and that while admitting that failure to effect earlier release will increase demurrage penalty revenue, such revenue is an unsatisfactory return on the investment made in equipment. They also assert that the voluntary extension of free time was partly to aid exports and partly to meet competition of United States ports which factors are not so material today with the improved facilities and more reliable movement.

Turning now to the views expressed by those opposing the proposed reduction in free time: witnesses for The Coal Operators' Association stated coking coal was sold to Japan and was shipped from the mines at Canmore and Coleman, Alberta, and from Michel, British Columbia, in substantial quantities to Port Moody, B.C., whence it was loaded upon vessels dispatched to that port by the purchasers. In the rail movement to Port Moody a subvention is paid to assist in the marketing of the coal.

Exhibit No. 1 shows the imports into Japan as at present and as forecast for the years 1967 to 1975 inclusive. The sources of supply are Australia, Canada, United States, Union of Soviet Socialist Republic, Red China, Poland and others. Of 19.4 million tons required by Japan in 1966, Canada supplied 900,000 tons. By 1975 the requirements may reach 37.2 million tons of which Canada may supply 5.9 million tons. Canada ranks fourth in quantity supplied or as anticipated for the future years.

The coal is sold at world prices, but Canada's competitive position is affected by the size of ships capable of being docked at Port Moody. The largest ship handled at the dock was 36,500 long tons deadweight, whereas the ships carrying coal from Australia to Japan are 100,000 tons. The railways, however, filed as Exhibit 13 a brochure describing the facilities of the Pacific Coast Bulk Terminals Ltd., at Port Moody, which is the dock where coal is loaded for Japan, showing that enlargement of facilities will "berth and load the largest solids bulk carriers in the trade — up to 65,000 dead-weight tons." The enlarged facilities are stated to be now in operation.

Usually cargo tonnage is supplied by more than one mine and the mines are furnished with estimated dates of arrival of ships at Port Moody. The information is also furnished to the railway and the mines commence loading according to the anticipated transit time required for the rail movement to the port. The mines at Coleman and Michel usually allow 12 days for loading and transit but assert that cars have moved from mine to port in three days and could continue to do so if unit trains were operated, but the transit time is often from 10 to 16 days with cars being set out for handling by the railway at various points to suit railway operating convenience. The shipper at Coleman states that the average load per car is 64 tons and that 6,000 tons, or approximately 100 cars, can be loaded per day.

The coal shippers were somewhat critical of the railways' methods of operation asserting that while car supply is adequate at times, shortages frequently occur, followed by a more than adequate supply; that the irregularity in car supply forces stock-piling and additional expense; that cars required for coal are allocated at times to other traffic, such as sulphur, wood chips, potash, gravel and sugar beets; that as sulphur cannot be allowed to mix with the coal, the cars used for sulphur must be cleaned which sometimes the railways do not choose to do and allow them to remain idle; and that the mine is not permitted to load idle cars, which are not immediately required to be forwarded, without incurring demurrage charges resulting in the cars standing idle.

Shippers also assert that inadequate motive power has delayed the loading of ships; that the railway closes down from Friday to Monday; that facilities at dockside are insufficient to hold cars necessitating holding at points back of the port; and that when ships are delayed beyond the four lay days allowed for loading the mines incur a ship demurrage penalty of \$2,000 per day, whereas if loading is completed in less than the lay days dispatch money of \$1,000 per day may be earned. Exhibit No. 7 filed by the Crows Nest Industries Ltd. purports to show that during 1966 it lost \$3,100 in dispatch and incurred ship demurrage of \$13,000 attributable in part to car shortage and rail mishaps; also to rail strike, port congestion, waterfront strike and mine production.

The railways are reported to have said the turn-around time for coal cars, Coleman-Port Moody, is 21 days which the Coleman shipper considers could be reduced by at least seven days if the loaded and empty movements were by through trains via the Kootenay line. It is noted, from Canadian Pacific Exhibit 18, the average turn-around time for all traffic in 1966 (to November 30th) was 18.3 days. Exhibit 4 of the Coal Operators' Association purports to show that for the month of August, 1965 the turn-around time for cars at the three mines ranged from 21.7 to 28.5 days and that for the two months ending May 31, 1965 empty cars supplied were 68.2% of the cars loaded out.

Exhibit 2 filed by the Coal Operators' Association is the 1965 Annual Report of the Canadian Pacific Railway Company which shows that the Pacific Coast Bulk Terminals Limited is a company controlled by Canadian Pacific Investments Limited which, in turn, is part of the Canadian Pacific Railway enterprises. The only significance this Exhibit appears to have is that railway officials of the Canadian Pacific are quoted as saying they had no interest in the dock facility, that it was a separate company with which the railway had nothing to do.

Difficulties encountered by the coal shippers in respect of the Port Moody facility were stated to be that it is a coal loading dock but also handles potash which cannot be exposed to rain, with the result that when a ship is loading potash and rain occurs the loading ceases but the ship remains at berth and consequently delays the loading of coal vessels. When coal is available in cars and meets such delays, rail demurrage accrues and is charged to the coal shipper. Other cargoes loaded at the dock include bran which also must be protected against water to prevent fermentation in and possible disaster to the ship.

It requires 600 cars of coal to provide cargo for a ship of 36,000 tons; the dock can load at the rate of 1,200 per 24 hours compared with Hampton Roads which can load a 100,000 ton ship and dispatch it within 24 hours; that in Australia the loading is a maximum of 3,000 tons per hour. These factors affect the rate charged and Canadian shippers are at a disadvantage. Shippers also assert that the dock charges at Port Moody are the highest in the world; that it has no storage at present but is completing facilities for storage which shippers are told will entail a charge upon them, whether used or not, in addition to the present charges.

Exhibit 3 filed by the Coal Operators' Association is a tariff applicable at ports in the United States, ranging from New Jersey to Norfolk, Virginia, which, inter alia, establishes varying periods of free time according to the quantity of cargo to be loaded in a single vessel by a single consignee.

The Japanese purchasers specify a maximum moisture content of 5 percent; the mines hold the moisture to 3 percent at time of shipment by rail; if the coal picks up more than the specified maximum, the mines incur the penalty of ocean

charges on the excess moisture. Stock-piling increases this hazard, though the mines are compelled to do so when car shortages occur.

Witnesses for the mines at Coleman and Michel state they received notification from the railways that a total of 13 days would be allowed before demurrage was charged which reflected the optimum transit time plus the free time allowed, yet the average transit time to Port Moody is ten days. They consider the reduction in free time as proposed by the railways would not improve the car supply under existing operating practices; that the reduction in free time is an evident attempt to collect additional revenue whilst adding additional expense upon the shippers, either by stock-piling or by demurrage.

The representations from the Canadian National Millers Association may be summarized – that by reducing the free time from ten to seven days for distances in excess of 300 miles from the St. Lawrence River ports while maintaining without change five days free time for distances not over 300 miles, is prejudicial to the long-haul shippers many of whom are in Western Canada, and similarly discriminates against long-haul shippers to other ports where ten days has been the allowed free time; that the free time which has prevailed was established not only to provide for slow movement by rail but also for the uncertainty of vessel arrivals; and that free time should be graduated according to designated distances that shipping points are from the ports.

As an alternative to the suggested graduation of free time above referred to, the Association seeks special consideration of flour exports, asserting that flour is in direct competition with export grain and that the ever widening spread in cost of moving flour would be further aggravated by reducing the free time on flour and thus incurring demurrage, whilst grain is absolved from any demurrage expense. (At page 184 of the Transcript of Evidence, the railways stated “in the east there is no demurrage on these export grain shipments. They are under the control of the railways all the way through, and they only allow as many cars to be loaded as can be accommodated at the elevator at the port.”)

Reference was made to previous decisions of the Board which recognized the relationship of flour to grain in the matter of line haul rates, and contend that it is equally important and necessary to preserve that relationship in respect of demurrage.

The Millers Association also oppose the provision incorporated in the proposed western lines tariff whereby demurrage and detention charges are to be paid by the shipper. It contends that when such charges accrue from causes beyond the control of the shipper, the railways should assess them against the offending party.

The submission of the Association includes examples of actual running time of specified cars between shipping points and the ports. Considerable variation is evident therefrom. Similarly the submission includes examples of vessel delays which the witness admitted were not the result of any action or neglect of the railways.

The Maritimes Transportation Commission, on behalf of exporters in the Atlantic Provinces, and of the ports of Halifax and Saint John, contends that the proposed reduction in free time will further worsen the position of the Atlantic ports in competing for export cargoes; that when export cars are not released within the allowed free time it is generally due to conditions beyond the control of the exporter; and that the principal causes for delays beyond free time are unreliable railway transit time, unexpected delay in arrival of ships, congestion due to weather in port, inland, or at sea; insufficient facilities at ports; and the volume of export cargo per vessel. The responsibility of the railways for the four causes last mentioned was challenged by Railway Counsel.

It further contends that the reduction in free time will not result in more prompt release of cars inasmuch as the release is beyond the control of the exporter. It is also contended that as the ports of Halifax and Saint John are at a considerable mileage disadvantage and are traditionally winter ports, the possibility of delays to ships and rail cars are greater; that due to lack of heated shed facilities it is frequently necessary to hold export consignments in cars awaiting arrival of the ship, citing as an example a cargo of potatoes requiring up to 200 carloads; and that if the ship is delayed the free time of ten days is most important to the exporter, and reducing it to seven days will not effect earlier release of the cars.

It also contends that Saturdays should be excluded from the computation of free time and the assessment of demurrage; that Saturdays are more and more non-working days; that while the Interstate Commerce Commission's ruling establishes seven days free time it excludes Saturdays in the computation, which if the railways' proposal is approved will place the Atlantic ports in Canada at a competitive disadvantage; and that because of their longer distances from the main shipping centres, a greater number of free time days should be provided at these ports.

The submissions of the Canadian Industrial Traffic League, which is a body representative of industries throughout Canada, were of a more general character. It suggests that not only the shipper is involved but also the railways and ocean carriers; that there is no evidence of shipper abuse of the ten-day arrangement; that sales margins on export trade are slim and any increase in cost is detrimental to the export trade; the railways have improved their service; every

shipper strives to effect car releases in order to increase car utilization; and that information derived from a meeting with the railways in March, 1966 disclosed that 47 percent or more of cars delayed at Eastern ports contained a single product and inspired the League to suggest that any remedial action be applied without penalizing all export shippers.

The League also opposes the proposal to make the shipper responsible for payment of demurrage, and suggests that such a requirement would make it difficult to persuade ocean carriers to assume demurrage when it accrues as a result of action on their part.

It also suggests that the recently established increase in domestic demurrage rates has not noticeably improved the release of cars; that the League believes the railways must solve their problems by other remedial means than by imposing increased costs upon shippers to the detriment of export trade.

During the hearing a telegram was read from the Minister of Industry and Commerce of the Province of Manitoba expressing inability to be present and an intention to submit a written submission. Such submission was received on January 20th, 1967 and copies were delivered to Railway Counsel.

A summary of the submission is that the Manitoba Government agrees that maximum utilization of railway equipment is desirable but the proposed reduction in free time works against the interests of shippers moving goods over long distances to ocean ports; that the development of new, and expansion of existing markets is vital to Canadian growth; that some delays are unavoidable; and that use of cars for temporary storage together with an apparent lack of co-ordination between ship and rail are the principal reasons for holding cars out of service beyond the free time allowance

The Manitoba Government considers that when cars are used extensively for temporary storage penalties are in order but should be imposed only on those who follow such practices. Frequently cars are loaded and are in transit from Western Canada before advice of delay to ship is received; that the ten-day free time period which has applied was generally considered adequate to meet normal contingencies; and that the proposed reduction in free time will add to the difficulties of western shippers who require a minimum of six days total transit time from plant to dockside compared to the three or four days needed by eastern shippers.

The submission proposes that the free time allowance be graduated according to the distance from origin to point of export, as follows:

<u>Mileage</u>	<u>Free unloading time</u>
0 — 300	5 days
301 — 600	7 days
601 — 900	8 days
901 — 1200	9 days
1201 and over	10 days

and asserts this proposal, if accepted, would meet the wishes of the Railway Association of Canada in its objective of maximizing car utilization and would enable shippers to meet ordinary contingencies resulting from unavoidable delays in moving traffic to the ports.

The submission concludes with a reiteration of the view that the proposed reduction in free time upon traffic moving longer distances to the ports will not encourage the expansion of Canadian exports, whereas a graduation of the free time according to distance will solve the problem of the railways and the shippers alike; and that it will achieve greater car utilization and enable shippers to meet the contingencies arising from unforeseen delays in rail movement. It considers also that it is necessary to improve co-ordination between ship and rail, but if this is not possible suitable provision should be made to avoid added costs arising from that lack.

Comments and Findings:

In seeking to improve car utilization the railways appear to be influenced by the actions taken within the United States in respect of export free time and that in eastern Canada some twenty per cent, and in western Canada some thirteen per cent of total cars unloaded at the ports in 1966 were held over seven days notwithstanding the fact that approximately half of the cars held over seven days were also held over ten days. It is not apparent that attempts have been made to ascertain the reasons for such delays, or whether they involve any particular type of traffic which might be singled out for remedial treatment.

The Chief Commissioner directed a question to Counsel in this context, as follows:

Q. "The railways have spoken of the objective of achieving greater car utilization by the reduction in the demurrage free time in the hope that such utilization would be obtained. ...What I would like to know is whether the railways have made any estimate of what actual reduction in detention is likely to flow from the reduction in the free time. Potential is one thing, but how much do the railways expect to achieve? Have they made any estimate?"

A. This has been the subject of a great deal of discussion amongst ourselves, of course, Mr. Chief Commissioner. Mr. Spencer has said, and

Mr. Norman also, that they have a hope — a hope — that taking this step bring about a greater utilization. As Mr. Spencer says, it may well be that shippers will decide to simply continue to use the cars, and pay the additional \$5 over seven days instead of over ten days. This is not, of course, going to assist utilization in any respect whatsoever. We do not know, and I believe Mr. Spencer has said that. We really do not know. We have considered that an estimate of the reduction would be nothing much more than an educated guess of the loosest type. The simple answer is that we do not have an estimate at this time.” (Transcript, pp 226-7)

On the other hand, the shippers who appeared before us plead that the delays are mainly the result of circumstances and conditions beyond their control. The coal shippers were very critical of the operating performance of the railway, particularly in respect of the irregularity of car supply, but it was apparent that a considerable part of their criticisms related to the dock facilities and its operations, which are not within the scope of our jurisdiction.

I also note the railways appear to contend that having voluntarily allowed a more liberal free time on export than on domestic traffic they should not be prevented from modifying the allowance in their discretion, although they concede it is a matter within the jurisdiction of the Board. Such a contention cannot be sustained. I am sure that in many instances where the Board has dealt with complaints as to tolls, such tolls were voluntarily established by the railway on a lower level than might be considered normal or maximum.

The Board's duty under the governing statutes is to determine the reasonableness of tolls and in doing so must take into consideration all relevant factors. I consider it is relevant to take into consideration, in this case, not only the objective of the railways but also the conditions under which export traffic must be moved to seaboard and the impact the proposed reduction in demurrage free time will have upon export shippers and Canada's trade. In the Board's Judgment re “Northwest Line Elevators Association”, 77 CRTC p. 194, at pp. 196-7, the Board substituted a ten-day free time period for unloading grain traffic in western Canada for the two-day period proposed by the railways, which substitution was in recognition of the special circumstances prevailing.

The coal shippers have established that their exports are an important factor in Canada's trade. The subvention paid out of public funds to assist in the marketing is evidence thereof. Their mines are situated some 500 to 700 miles from tidewater; they provide substantial employment in the area; and they require full cooperation of the railways who, I consider, are equally involved in promoting the continuance of such exports. I accept the contention of these shippers that a reduction in the free time will not promote greater car utilization but will increase the cost of moving the coal to tidewater.

The Canadian National Millers Association's opposition to the proposed reduction in free time also stresses the importance of maintaining railway charges on flour in close relationship with grain. It points to the Board's actions in respect of port terminal charges wherein the relationship of flour and grain was preserved. While it was possible to effect such relationship in respect of line haul charges it is not apparent that similar considerations can govern demurrage free time.

The physical handling of grain and flour at ports is not similar. Grain incurs no demurrage at eastern ports because the railways say they control the loading according to the elevator capacity at the port; in western Canada no demurrage accrues by virtue of a direction by a higher authority than this Board.

To apply the same treatment to flour as is accorded to grain would mean that no demurrage must be applied to flour. In "Northwest Line Elevators Association v. Canadian Car Demurrage Bureau" 77 C.R.T.C. 181 at p. 194, the Board held it was without power to compel a railway "to provide the use of its facilities or equipment free of charge" — and its Judgment was sustained, on appeal, by the Supreme Court of Canada, (77 C.R.T.C. 241).

The Millers Association does not seek such a result and, in advocating a graduated scale of free time, does not propose the exclusion of flour traffic therefrom.

The representations of the Maritimes Transportation Commission concern, mostly, the distance disability of the Maritime Provinces' ports in relation to traffic originating in the central and western provinces which can reach United States ports with shorter rail hauls. The contention is that if it enjoys any competitive advantage in the matter of free time such advantage should not be removed in the face of the distance disabilities.

It is government policy, as expressed in certain statutes, to encourage movements through Canadian ports and much has been done by the railways in respect of rate equalizations, nevertheless the plea for retention of an advantage in what is basically a competitive climate is not one for determination by this Board.

Insofar as the Maritimes Transportation Commission has opposed the proposed change in free time on the grounds of inherent delays in both inland and ocean service, these are contentions common to all who appeared in opposition and are being taken into account in deciding the matter.

In the suspended tariffs applicable at eastern ports it was provided that where free time was being reduced from ten days to seven days Saturdays would be excluded when computing free time and demurrage periods. By letter dated October 19, 1966, filed herein as Exhibit 10, the railways amended the proposed rule to restore Saturdays as countable free and demurrage days. At pages 137-8

of the Transcript of Evidence the railways stated the provisions of the tariff as above referred to, were included by error; that it was desirable to maintain the former uniformity as to all Canadian ports. The Maritime Commission contends that as Saturday is becoming more and more a non-working day it should be excluded from both free time and demurrage computations.

The matter of the treatment of Saturdays in demurrage regulations has arisen from time to time, it was apparently resolved in respect of domestic demurrage regulations by agreement reached between the railways and shippers. There is nothing developed upon this record which would enable a decision to be reached and it would seem desirable for the parties to endeavour to resolve the problem in the same or similar manner as occurred in re the domestic tariff.

The provisions of the western tariff which proposed to make the shipper responsible for payment of demurrage and detention charges where such accrue are opposed by shippers on the main ground that they should not be held responsible for actions which are not of their making.

Railways subject to the provisions of the railway Act are required to collect their lawful charges but the Act does not specify how this shall be done. Section 326 (1) of the Act authorizes the companies to prepare and issue tariffs of the tolls to be charged "and may specify the persons to whom, the place where, and the manner in which, such tolls shall be paid." In "Re payment of International Freight Tolls" 27 C.R.C. 71, which dealt with the refusal of the Canadian railways to accept payment of freight charges in Canada on traffic to the United States, the Judgment said, at page 73:—

"as the company has power under Section 323 (now 326) to specify the place where the tolls shall be paid, I take it this would mean the right to demand prepayment, and this has been the ordinary course of business for many years with perishable goods or any class of goods upon which the company's lien at the end of the journey might not be of any value in securing payment of freight charges, but, as I read Sections 355 and 356 (now 360 and 361) it is evident that the whole intention of the Act is for the purpose of leaving it to the discretion of the railway company as to when, where, and under what conditions the freight rate shall be paid." (pp. 73-4)

"As I view the law, the discretion is entirely in the hands of the railway companies. They may either demand prepayment, or they may say that they will carry the goods to destination, and, so long as they only ask the rates legally provided by law, then I do not think the shipper has the right to elect that he shall pay the freight charges in advance, and, therefore, I hold that the action taken by the railway companies in the Circular above referred to is valid under the law and this Board has no right to interfere with the reasonable exercise of their discretion." (p. 74)

Since the Act as presently in force is not changed from that cited above, and as the principle stated is opposite to the instant matter, I can see no grounds upon which to sustain the objections to the tariff provision in question.

The railways have stressed that their objective is to secure greater utilization of car equipment but have not shown how this may be achieved. They have pointed to the actions taken within the United States but have not shown that the measures taken there have produced a greater utilization. In dealing with the matter of the "Canadian Car Demurrage Rules and Charges", 56 B.T.C. 953, we authorized increased demurrage charges as an incentive to more prompt release of cars, which charges were put into effect June 1, 1966. Since that time we have kept the record of delays under observation and have not discerned any major improvement in the 1966 (11 months) detention. Admittedly insufficient time has elapsed to fully comprehend the results achieved by the increased penalties, but applying such penalties as have been advocated appear to be somewhat chimerical; the railways admit that their action was taken in the hope of achieving their objective, but indicate that if it fails some other measures must be applied.

What these measures may be was not disclosed but it does seem necessary for the railways to develop more positive evidence of deliberate misuse of railway equipment and, if necessary, apply the remedy wherein lies the disease. I am of the opinion that exporters do not willingly detain cars — their anxiety is to get their goods to the purchasers and obtain payment therefor.

The objection of the coal shippers to the newly established practice of adding free time to estimated transit time has no backing from the existing tariffs. The tariffs clearly indicate that free time is applicable at the ports or at points where cars may be held short of the port because of inability to place them for unloading. If free time is to be considered as only applicable to the time allowed for unloading there would be little reason to depart from the general demurrage tariff rules, but the voluntary extension of free time must have been, and is, in recognition that different circumstances and conditions surround the release of cars at ports.

Those of the objecting parties who advocate a graduation of free time according to distance from origin point to the port, appear to accept the principle that free time is partly necessary for delays which may occur in rail transit which, if they were created by the railway, should not be a condition for which the shipper is responsible.

Finding:

Having considered all aspects of the matter as presented to us, I find that the railways have not, at this time, justified the proposed reduction in free

time and the tariff amendments filed to effect such reduction should be disallowed.
I would issue an Order accordingly.

(Sgd) A. S. KIRK

I concur:

(Sgd) ROD. KERR

I concur:

(Sgd) W. R. IRWIN

OTTAWA, March 21, 1967.

ORDER NO. 123830

TUESDAY, THE 21ST DAY OF
MARCH. A.D. 1967.

ROD. KERR, Q.C.,
Chief Commissioner.

W. R. IRWIN,
Commissioner.

A. S. KIRK,
Commissioner.

*IN THE MATTER OF proposed
reduction in free time under demurrage
regulations applicable at Canadian
ports:*

File No. 1700.418

UPON hearing the matter at sittings of the Board held at Ottawa January 10th and 11th, 1967, in the presence of Counsel for and representatives of the Canadian National Railways; Canadian Pacific Railway Company; The Coal Operators' Association of Western Canada; the Canadian National Millers Association; The Maritimes Transportation Commission, the Port of Halifax Commission; the Saint John Port and Industrial Development Commission; the Canadian Industrial Traffic League; and pursuant to the Judgment rendered on this date in the matter —

IT IS HEREBY ORDERED AS FOLLOWS:

1. The following tariff provisions be and they are disallowed:

- (a) Item 400 on 29th revised page 135 and 7th revised page 135-A, of Canadian National Railways tariff CR 200, CTC (F) No. E. 1694:
- (b) Item 28 on 18th revised page 20 and 5th revised page 20-A, of Canadian Pacific Railway Company's tariff E. 3050, CTC (F) No. E. 4126
- (c) Item 95 on 3rd revised page 32 of The Dominion Atlantic Railway Company's tariff 131-A, CTC (F) No. 1198:
- (d) Item 175 on 3rd revised page 68 and 1st revised page 68-A of Quebec Central Railway Company's tariff 220, CTC (F) No. 1105.

2. Canadian Freight Association (Western Lines) tariff 114-I; Agent G. H. Mitchell's CTC (F) No. 738, be and it is disallowed insofar as it reduces the free time for demurrage purposes from ten days to seven days.

3. Order No. 121460, dated July 21, 1966, is rescinded.

(SGD) ROD. KERR,
Chief Commissioner,

The Board of Transport Commissioners for Canada.

57 B.T.C.

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 123612

WEDNESDAY, THE 1ST DAY OF
MARCH, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canadian Pacific Railway
Company for authority to discontin-
ue the operation of trains Nos. 109
and 110 between Winnipeg and
Emerson, in the Province of Manitoba:*

File No. 27563.56.74

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Canadian Pacific Railway Company is authorized to discontinue the operation of trains Nos. 109 and 110 between Winnipeg and Emerson, in the Province of Manitoba.

2. The said discontinuance shall not take place sooner than the twenty-third day of March, 1967.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123640

THURSDAY, THE 2ND DAY OF
MARCH, A.D. 1967

*IN THE MATTER OF General
Order No. 0-10, Railway Safety
Appliance Standards:*

ROD. KERR, Q.C.,
Chief Commissioner.

File No. 11654

H.H. GRIFFIN,
Asst. Chief Commissioner.

J.E. DUMONTIER,
Deputy Chief Commissioner.

W.R. IRWIN,
Commissioner.

A.S. KIRK,
Commissioner.

IT IS HEREBY ORDERED AS FOLLOWS:

General Order No. 0-10, amended by Order No. 122118, dated September 26, 1966, is further amended by deleting in section 112A, subsection A3, paragraph (2) thereof the word and figure "thirty-six (36)" and substituting therefor the word and figure: forty (40).

(SGD) ROD. KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123641

THURSDAY, THE 2ND DAY OF
MARCH, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Ontario Northland Railway, hereinafter called the "Applicant", for relief from the necessity of maintaining running boards and end ladders as required by General Order No. 0-10, as amended by Order No. 122118, dated September 26, 1966, on thirty-six tank ore hopper cars proposed to be operated over railway lines subject to the jurisdiction of the Board:

*Files Nos. 11654
11654.150*

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Applicant is authorized to place in service over railway lines subject to the jurisdiction of the Board thirty-six tank ore hopper cars without running boards and end ladders as required by General Order No. 0-10, as amended by Order No. 122118, dated September 26, 1966, provided that:

- (a) the said cars are equipped with safety appliances as illustrated by Canadian National Railways' Drawing No. 9H-35942-F;
- (b) the said cars are operated in complete unit train sets.

(SGD) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123650

FRIDAY, THE 3RD DAY OF
MARCH, A.D. 1967

ROD. KERR, Q.C.,
Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF fixed
charges on skelp and pipe from
eastern to western Canada under
Board's Orders Nos. 94129, 111132,
112362 and 113872:*

File No. 48703

WHEREAS the Board by its Orders Nos. 94129, 111132, 112362 and 113872 fixed charges on skelp, in carloads, from Hamilton and Sault Ste. Marie, Ont., to Edmonton, Alta., Camrose, Alta., and Calgary, Alta., in relation to the rate published in Agreed Charge C.T.C. (AC) No. 89 of 95 cents per 100 lbs. from Hamilton and Sault Ste. Marie, Ont. to Port Moody, B.C., and also fixed charges on pipe as described in Agreed Charge C.T.C. (AC) No. 63 from Edmonton, Alta., Camrose, Alta., and Calgary, Alta., to Vancouver and other stations and places in British Columbia in relation to the rate published in Agreed Charge C.T.C. (AC) No. 63 of 120 cents per 100 lbs. from Welland, Ont. and other places in the Province of Ontario to Vancouver and other places in British Columbia;

AND WHEREAS the said agreed charge rate of 95 cents was increased effective January 1, 1967 to 105 cents per 100 lbs. in Supplement No. 20 to Agreed Charge C.T.C. (AC) No. 89, and the said agreed charge rate of 120 cents was increased effective January 1, 1967 to 132 cents per 100 lbs. in Supplement No. 46 to Agreed Charge (AC) No. 63;

AND WHEREAS the Board considers the said increase in the agreed charge rates justifies the aforementioned fixed charges being increased by fixing relative charges on skelp and pipe to and from Edmonton, Alta., Camrose, Alta., and Calgary, Alta.;

IT IS HEREBY ORDERED AS FOLLOWS:

1. The increase of 10% published in Supplement No. 46 to Agreed Charge C.T.C. (AC) 63 and Supplement No. 20 to Agreed Charge C.T.C. (AC) No. 89 is disallowed insofar as such increase has been made applicable to the charges fixed by the Board by its Orders Nos. 94129, 111132, 112362 and 113872.

2. A charge is fixed of 99 cents per 100 lbs. on skelp, in carloads, from Hamilton and Sault Ste. Marie, Ont. to Edmonton, Alta. to be made by carriers parties to the said Agreed Charge on skelp, and a charge of 48 cents per 100 lbs.

on pipe, in carloads, from Edmonton, Alta. to Vancouver and other stations and places in British Columbia to which the said Agreed Charge on pipe is applicable, to be made by carriers parties to the said Agreed Charge on pipe for account the Alberta Phoenix Tube & Pipe Limited.

3. A charge is fixed of 96 cents per 100 lbs. on skelp, in carloads, from Hamilton and Sault Ste. Marie, Ont., to Camrose, Alta., to be made by carriers parties to the said Agreed Charge on skelp, and a charge of 51 cents per 100 lbs. on pipe, in carloads, from Camrose, Alta., to Vancouver and other stations and places in British Columbia to which the said Agreed Charge on pipe is applicable to be made by carriers parties to the said Agreed Charge on pipe for account The Steel Company of Canada, Limited.

4. A charge is fixed of 105 cents per 100 lbs. on skelp, in carloads, from Hamilton and Sault Ste. Marie, Ont., to Calgary, Alta. to be made by carriers parties to the said Agreed Charge on skelp, and a charge of 42 cents per 100 lbs. on pipe, in carloads, from Calgary, Alta. to Vancouver and other stations and places in British Columbia to which the said Agreed Charge on pipe is applicable to be made by carriers parties to the said Agreed Charge on pipe for account Alberta Phoenix Tube & Pipe Limited; Big Inch Pipe Corporation Ltd.; and Prudential Steel Ltd.

5. The said fixed charges on skelp shall be applied upon proof submitted to the carrier that the said skelp has been converted into pipe and shipped from Edmonton, Alta., Camrose, Alta., or Calgary, Alberta, to the stations and places to which the said Agreed Charge on pipe is applicable.

6. The said fixed charges on pipe are only applicable to outbound movements of pipe produced from skelp originating either at Sault Ste. Marie, or at Hamilton, Ontario.

7. All other conditions and requirements of the said Agreed Charges C.T.C. (AC) No. 63 and C.T.C. (AC) No. 89, together with the conditions set forth in Judgment and Order No. 94129 of the 17th day of April, 1958, are attached to and incorporated with each of the charges hereby fixed insofar as such conditions and requirements are applicable.

8. The effective date of the charges herein fixed shall be January 1, 1967.

(SGD) ROD. KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123676

WEDNESDAY, THE 8TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under section 353 of the Railway Act, for authority to publish rate of \$4.38 per net ton of 2,000 pounds, subject to Table 1 of Canadian Freight Association Tariff No. 84-A, on Copper Concentrates from Brunswick Mine, New Brunswick, to Gaspé, Quebec, subject to a released valuation not exceeding \$60.00 per net ton of 2,000 pounds:

File No. 40615

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

* The Canadian National Railways are authorized to publish a rate of \$4.38 per net ton of 2,000 pounds, subject to Table 1 of Canadian Freight Association Tariff No. 84-A, on Copper Concentrates from Brunswick Mine, New Brunswick, to Gaspé, Quebec, subject to a released valuation not exceeding \$60.00 per net ton of 2,000 pounds.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123793

WEDNESDAY, THE 15TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association (Western Lines), under section 353 of the Railway Act, for authority to publish a rate of \$18.83 per ton of 2,000 pounds, subject to Table 1 of Canadian Freight Association Tariff No. 84-A, Agent G.H. Mitchell's C.T.C. (F) No. 668, and subject as well to Canadian Freight Association Tariff No. 76-D, Agent G.H. Mitchell's C.T.C. (F) No. 719, on Concentrates, Copper, carload minimum weight 140,000 pounds, from Prince Albert, Sask. to Clara Belle, Ont., subject to a released valuation not exceeding \$155.00 per ton of 2,000 pounds:

File No. 40615.4

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian Freight Association (Western Lines) are authorized to publish rate of \$18.83 per ton of 2,000 pounds, subject to Table 1 of Canadian Freight Association Tariff No. 84-A, Agent G.H. Mitchell's C.T.C. (F) No. 668, and subject as well to Canadian Freight Association Tariff No. 76-D, Agent G.H. Mitchell's C.T.C. (F) No. 719, on Concentrates, Copper, carload minimum weight 140,000 pounds from Prince Albert, Sask. to Clara Belle, Ont., subject to a released valuation not exceeding \$155.00 per ton of 2,000 pounds.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123816

FRIDAY, THE 17TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association, under section 325 of the Railway Act, for approval of Supplement No. 4 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.5:

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The said Supplement No. 4 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.5, is approved.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123822

FRIDAY, THE 17TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of Yankcanuck Steamships
Limited for a licence under section
10 of the Transport Act:*

File No. 42076.48

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (WT) No. 455 is issued to Yankcanuck Steamships Limited licensing for the year 1967 the following ships to transport iron or steel articles, as listed under the distinctive heading "IRON OR STEEL" in Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, between all ports or places in Canada on Lakes Ontario, Erie, Huron (including Georgian Bay) and Superior, and their connecting waters, including the St. Lawrence River and its tributaries, as far seaward as the west end of the Island of Orleans:—

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
S. S. Manzutti	145462	1528
S. S. Mancox	145465	1550
M. V. Yankcanuck	318683	3280

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123904

WEDNESDAY, THE 29TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association, dated February 21, 1967, under section 325 of the Railway Act, for approval of Supplement No. 5 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.4:

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The said Supplement No. 5 to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, on file with the Board under file No. 49281.4, is approved.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123913

WEDNESDAY, THE 29TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canada Steamship Lines
Limited for a licence under section
10 of the Transport Act:*

File No. 42076.4.5

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (W.T.) 458 is issued to Canada Steamship Lines Limited for the year 1967, licensing the following ships to transport motor vehicles, including passenger cars, trucks and other self-propelled vehicles, in deck loads, on Lakes Ontario, Erie, Huron (including Georgian Bay) and Lake Superior and their connecting waters, including the St. Lawrence River and its tributaries as far seaward as the west end of the Island of Orleans:

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Ashcroft	152641	7726
Donnacona	134015	8611
Georgian Bay	176116	11392
Hagarty	134250	7462
Lemoyne	152647	10480

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123914

WEDNESDAY, THE 29TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner,
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canada Steamship Lines
Limited, hereinafter called the
"Applicant", for a licence under
section 10 of the Transport Act:*

File No. 42076.4.2

IT IS HEREBY ORDERED AS FOLLOWS:

Subject to any exemption granted pursuant to subsection 2 of section 12 of the Transport Act, Licence No. C.T.C. (W.T.) 457 is issued to the Applicant licensing, for the year 1967, the following ships to transport goods by water between all ports and places in Canada on Lakes Ontario, Erie, Huron (including Georgian Bay), and Lake Superior, and their connecting waters, including the St. Lawrence River and its tributaries as far seaward as the west end of the Island of Orleans:

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Collingwood	117089	4545.10
English River	188398	6639.15
Eskimo	311755	4462.42
Fort Chambly	188396	5851.72
Fort Henry	176118	5728.94
Fort St. Louis	313968	5946.60
Fort York	188391	6021.44
Fort William	323001	6792.75
French River	188397	6636.96
Iroquois	176119	2299.89
Metis	198480	3327.95
Renvoyle	148133	3571.08
Westmount	138232	7392.20

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123923

THURSDAY, THE 30TH DAY OF
MARCH, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of Scott Misener Steamships Limited (formerly Colonial Steamships Limited), hereinafter called the "Applicant", for a licence under section 10 of the Transport Act:

File No. 42076.16

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (W.T.) 456 is issued to the Applicant, licensing for the year 1967 the following ships to transport goods by water between all ports and places in Canada on Lakes Ontario, Erie, Huron (including Georgian Bay), and Superior and their connecting waters, including the St. Lawrence River and its tributaries as far seaward as the west end of the Island of Orleans:

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Ralph S. Misener	141679	7403
Royalton	151108	7146

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

**ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT,
FEBRUARY, 1967.**

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents.....	254	10	382
Level Crossing Accidents	61	12	102
	<u>315</u>	<u>22</u>	<u>484</u>

	<u>Killed</u>	<u>Injured</u>
Passengers.....	1	153
Employees.....	3	219
Others	18	112
	<u>22</u>	<u>484</u>

Of the 61 accidents at Highway Crossings, 37 occurred where standard railway crossing signs are located, 24 where additional forms of protection are in use, 40 after Sunrise and 21 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

(*Denotes Order printed in full)

- 123556 February 20 – Authorizing the C.N.R. to construct their Bonaventure industrial lead track across 128th Avenue, City of Edmonton, Alta. mileage 0.50 which commences at mileage 5.17 "B" Line, Edmonton Terminals Subdivision.
- 123557 February 20 – Amending Order No. 122448 which authorized the C.P.R. to construct a branch line to serve Falconbridge Nickel Mines across the slag track of their Company by means of a diamond crossing at mileage 6.42 Falconbridge branch line.
- 123558 February 20 – Authorizing the Ontario Department of Highways to construct Secondary Highway No. 516 across the C.N.R. in Lot 16, Concession 6, Township of Stephenson, District of Muskoka, Ont. mileage 135.37 Newmarket Subd. and the Railways to remove the automatic protection from and close the crossing at mileage 135.41 and install the protection at the crossing at mileage 135.37.
- 123559 February 21 – Authorizing The Bell Telephone Company of Canada to construct, operate, repair and maintain its line of telephone along the C.N.R. City of Montreal, P.Q. in the vicinity of mileage 44.3 Montreal Subd.
- 123560 February 21 – Authorizing the C.N.R. to remove the caretaker at Oakner, Man. mileage 159.4 Rivers Subd.
- 123561 February 21 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Colonsay Subd. Sask.
- 123562 February 21 – Dismissing application of the C.N.R. for authority to remove the agent-operator and the station building at Dundalk, Ont. mileage 27.3 Owen Sound Subd.
- 123563 February 21 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Wishart Subd. Sask.
- 123564 February 21 – Revoking authority of Order No. 79585 which approved the location of facilities of C.N.R. for handling and storage of inflammable liquids Class II near their tracks at Sackville, N.B.

- 123565 February 21 – Authorizing the C.N.R. to relocate the siding serving Kruger Pulp and Paper Company Ltd. across Place Turcot Street, City of Montreal, P.Q. at mileage 0.01 which commences at mileage 0.44 of the Railways Turcot Holdings Spur off mileage 4.04 Montreal Subd.
- 123566 February 22 – Approving tolls to tariff filed by the C.P.R. under Section 8 of the M.F.R.A. and rescinding authority of Orders 110710, 112033, 113019, 114564, 114951, 115522, 119147, 120282, 121055, 121540, and 122759.
- 123567 February 22 – Amending Order No. 123271 which authorized the C.N.R. to operate over the cross-over connection at Red Rock, Ont. mileage 132.09 Kingston Subd. (instead of Kinghorn Subd.)
- 123568 February 22 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Stewart Valley Subd., Sask.
- 123569 February 22 – Approving changes to the automatic protection at the crossing of C.N.R. and 92nd Street near 107th Avenue, City of Edmonton, Alta. mileage 0.71 Edmonton Terminal Subd.
- 123570 February 22 – Approving changes to the automatic protection at the crossing of C.N.R. and 96th Street at 105th Avenue in Edmonton, Alta. mileage 0.40 Edmonton East Terminal Subd.
- 123571 February 22 – Approving changes to the automatic protection at the crossing of C.N.R. and 120th Avenue, in Edmonton, Alta. mileage 2.40 Edmonton East Terminal Subd.
- 123572 February 22 – Approving the location of proposed additional storage space and relocated office building of Imperial Oil Limited at Val Marie, Sask. near mileage 96.4 Notukeu Subd. C.P.R.
- 123573 February 22 – Approving tariffs filed by the Canadian Pacific Telecommunications.
- 123574 February 22 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the east side of its Tyvan Subd. Sask.
- 123575 February 22 – Approving the location of Hooker Chemicals Ltd. liquid chlorine pipeline, caustic pipeline and pipeline supports at Watson Island, B.C. near mileage 87.01 Skeena Subd.

of C.N.R. and approving construction of overhead bridge carrying the said pipelines.

- 123576 February 24 – Imposing a speed restriction of 10 m.p.h. on trains at the crossing of the C.N.R. and First Soucy Range Road East in St. Antoine Parish, P.Q. mileage 3.60 Temiscouata Subd.
- 123577 February 24 – Authorizing the Quebec Department of Roads to construct overhead bridges to carry connection roads between the Champlain Bridge and the Trans-Canada Highway and access roads to Highways No. 2 and No. 17, designated as Routes “L”, “F” and “K”, “E”, “M” and “J” over Turcot Holdings siding of the C.N.R. in Montreal, P.Q. at mileages 0.14, 0.17, 0.20, 0.22 and 0.23 on siding which commences at mileage 4.04 Montreal Subd.
- 123578 February 24 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123579 February 24 – Approving tolls to tariff filed by the D.A.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 122376.
- 123580 February 24 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Rockland Avenue across and over its tracks, City of Outremont and the Town of Mount Royal, P.Q., mileage 49.40 Adirondack Subd. and mileage 0.45 Outremont Subd.
- 123581 February 24 – Imposing a speed restriction of 10 m.p.h. on trains at the crossing of the C.N.R. and Petit 4th. Range Road Parish of St. Modeste, P.Q. mileage 6.79 Temiscouata Subd.
- 123582 February 24 – Approving the improvements made by the British Columbia Department of Highways to the approach grades at crossing of Highway No. 8 and the C.P.R. at mileage 169.7 Princeton Subd.
- 123583 February 24 – Authorizing the C.P.R. to construct a siding at grade across the highway at Pont Rouge, County of Portneuf, P.Q. at mileage 133.92 Quebec Subd. to serve Building Products Ltd.
- 123584 February 27 – Approving changes to the automatic protection at the crossing of the C.N.R. at 113th Avenue and 82nd Street, City of Edmonton, Alta. mileage 1.51 Edmonton East Terminal Subd.

- 123585 February 27 – Authorizing the Imperial Oil Enterprises Limited, to construct two overhead bridges to carry various pipe lines across the tracks of the C. & O. Rly. Co. at Sarnia, Ont. at mileages 70.94 and 71.08 Subd. No. 2.
- 123586 February 27 – Authorizing the C.N.R. to open for the carriage of traffic their industrial track serving Huron Industrial Park, commencing at mileage 3.96 Waterloo Subd. Galt Branch, Kitchener, Ont.
- 123587 February 27 – Authorizing the Nova Scotia Department of Highways to construct the highway at grade across the C.N.R. at mileages 43.06 and 44.08 Dartmouth Subd. both in N.S. and the Railways to close the crossing at mileage 43.40
- 123588 February 27 – Approving tolls to tariff filed by the D.A.R. under Section 8 of the M.F.R.A. and amending Order No. 122943.
- 123589 February 27 – Approving tolls in Supplements to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123590 February 27 – Approving tolls in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 113135.
- 123591 February 27 – Approving toll in Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123592 February 27 – Approving toll in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123593 February 27 – Approving toll in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123594 February 27 – Approving toll in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123595 February 27 – Authorizing the C.N.R. to construct a bridge across and over the English River at mileage 49.1 Bruce Lake Branch Line, in the unsurveyed territory in the District of Kenora, Ont. and exempting the C.N.R. from complying with the provisions of General Order No. E-15.
- 123596 March 1 – Authorizing the City of Dorval to construct a pedestrian subway across the C.P.R. at mileage 5.95 Winchester Subd; and the C.N.R. at mileage 11.40 Kingston Subd. in

the vicinity of Pine Beach Avenue, City of Dorval, P.Q. and the Railways to close the existing pedestrian crossing on their respective railways.

- 123597 March 1 -- Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway near Farley, Sask. mileage 196.84 Watrous Subd.
- 123598 March 1 -- Approving revisions to tariffs filed by the Canadian National Telecommunications.
- 123599 March 1 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 7 North of Sunderland, Ont. mileage 4.37 Cannington Spur, (formerly Cobconk Subd.)
- 123600 March 1 -- Approving plan submitted by the C.P.R. showing the construction of the blow pipeline of Federated Co-Operatives Limited across the C.P.R. at Canoe, B.C. mileage 56.2 (formerly mileage 56.45) Shuswap Subd. and authorizing the C.P.R. to operate its engines, cars and trains under said blow pipeline.
- 123601 March 1 -- Approving the location of the flammable liquid transfer facilities of Imperial Oil Limited on the C.N.R.; at Lockport, N.S. and revoking authority of Order No. 89053.
- 123602 March 1 -- Revoking authority of Order No. 85498 which approved the location of facilities of Shell Oil Company of Canada Limited for the handling and storage of flammable liquids near the C.N.R. at North Bay, Ont. mileage 62.3 Alderdale Subd.
- 123603 March 1 -- Approving changes in the automatic protection at the crossing of the C.N.R. and 95th Street, Edmonton, Alta., mileage 0.46 Edmonton Terminal Subd.
- 123604 March 1 -- Authorizing the C.N.R. to remove the station agent at Burwash, Ont.
- 123605 March 1 -- Approving changes in the automatic protection at the crossing of the C.N.R. and the highway west of Maccan Station, N.S. mileage 69.06 Springhill Subd.
- 123606 March 1 -- Authorizing the C.N.R. to remove the caretaker at Fitzroy, Ont. mileage 33.5 Beachburg Subd.
- 123607 March 1 -- Authorizing the C.P.R. to close the crossing of McTavish Street and the Empire Lead at mileage 0.6 which commences at mileage 132.4 Nipigon Subd., Fort William, Ont.

- 123608 March 1 - Approving changes to the automatic protection at the crossing of the C.N.R. at 114th Avenue and 81st Street Edmonton, Alta., mileage 1.60 Edmonton East Terminal Subd.
- 123609 March 1 - Approving the location of the flammable liquid transfer facilities of the Irving Oil Company Limited on the right of way of C.P.R. at Florenceville, N.B. near mileage 74.42 Shogomoc Subd.
- 123610 March 1 - Authorizing removal of the speed limitation at the crossing of the highway and the C.N.R. at Renton, Ont., mileage 67.18 Cayuga Subd.
- 123611 March 1 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and the highway near Strasbourg, Sask., mileage 50.2 Lanigan Subd.
- *123612 March 1 - Authorizing the C.P.R. to discontinue the operation of trains Nos. 109 and 110 between Winnipeg and Emerson, Man. (See page 145, 57 B.T.C.)
- 123613 March 1 - Approving the location of the liquefied petroleum gas bulk storage and transfer facilities of Quebec Propane Incorporated at St. Jerome, P.Q. near mileage 13.14 Ste. Agathe Subd. C.P.R.
- 123614 March 1 - Approving tolls in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- 123615 March 1 - Approving the location of additional flammable liquid bulk storage tank and new tank truck loading facilities of the British American Oil Company Limited at Stettler, Alta. near mileage 57.1 Lacombe Subd. C.P.R.
- 123616 March 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, City of Red Deer, Alta. mileage 4.32 Leduc Subd.
- 123617 March 1 - Authorizing the removal of the speed limitation at the crossing of the railway of the C.N.R. and Highbury Avenue in London, Ont., mileage 30.19 Thorndale Subd.
- 123618 March 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and No. 5 Sideroad in Milton, Ont. mileage 32.2 Halton Subd.
- 123619 March 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway just east of the station at Carmel, Sask. mileage 10.33 Aberdeen Subd.

- 123620 March 1 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 8 (Thorold Stone Road), in Niagara Falls, Ont. mileage 1.21 Welland Subd.
- 123621 March 1 – Approving overhead clearances on the C.P.R. sidings serving Marathon Realty Company Inc., Keele Centre, Toronto, Ont., commencing at mileage 4.94 Galt Subd.
- 123622 March 1 – Imposing a speed restriction of ten miles per hour at the crossing of the C.N.R. and Gowie Street, Fergus, Ont. and requiring all rail movements be protected by a member of the train crew.
- 123623 March 1 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. north of Tara, Ont. mileage 51.65 Owen Sound Subd.
- 123624 March 1 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., being the third crossing north of Centralia, Ont. mileage 23.8 Exeter Subd.
- 123625 March 1 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., Township of Ellice, Ont. mileage 6.34 Newton Subd.
- 123626 March 1 – Authorizing the C.N.R. to make changes to the signal system on their Oakville Subd., Ont. between mileage 0.00 and mileage 32.00.
- 123627 March 1 – Approving changes to the automatic protection at the crossing of the C.N.R. railway and County Road No. 28 in Kinburn, Ont. mileage 16.66 Renfrew Subd.
- 123628 March 1 – Approving changes to the automatic protection at the crossing of the C.N.R. and 118th Avenue in Edmonton, Alta. mileage 2.13 Edmonton East Terminal Subd.
- 123629 March 1 – Approving tolls and charges in tariffs filed by The Bell Telephone Company of Canada revising tolls and charges for Teletypewriter Exchange Service (TWX).
- 123630 March 1 – Approving changes in the automatic protection at the crossing of C.P.R. railway and Highway No. 81, at Caradoc Station, Ont. mileage 15.12 Windsor Subd.
- 123631 March 1 – Approving the widening and improvement of Cummer Avenue crossing C.N.R., Township of North York, Ont. mileage 14.13 Bala Subd. and requiring the Railways to install automatic protection at the said crossing.

- 123632 March 2 - Authorizing the C.N.R. to make changes to the signal system on their Kingston Subd., Ont. between mileage 284.0 and mileage 332.3
- 123633 March 2 - Authorizing the removal of the speed limitation at the crossing of Colville Road and the C.N.R. in the R.M. of St. Clements, Man., mileage 23.91 Pine Falls Subd.
- 123634 March 2 - Authorizing the Township of Cumberland, Ont. to widen Main Street crossing the C.N.R., Village of Vars, Ont., mileage 60.87 Alexandria Subd. and requiring the Railways to relocate the signals in the northwest angle of the crossing.
- 123635 March 2 - Approving the clearances on the siding serving A.R. Clarke & Co. Limited, off mileage 3.45 of The Toronto Harbour Commissioners' lead which commences at mileage 1.09 Oakville Subd. C.N.R. Toronto, Ont.
- 123636 March 2 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. near Gleichen, Alta. mileage 129.92 Brooks Subd.
- 123637 March 2 - Approving the construction of a public road, known as St. George Avenue Off-Ramp crossing the industrial track of the C.N.R. in the vicinity of Idylwyld Freeway and the Idylwyld Freeway crossing the Bellevue Spur all in City of Saskatoon, Sask. and requiring the City to protect the crossings by watchmen.
- 123638 March 2 - Approving the construction of a pedestrian overpass across and over the C.N.R. known as the Labatts Spur and Bellevue Spur, in the vicinity of St. George Avenue and the Idylwyld Freeway, City of Saskatoon, Sask.
- 123639 March 2 - Approving revisions to tariffs filed by the Ontario Northland Communications.
- *123640 March 2 - Amending General Order No. 0-10 concerning regulations pertaining to Railway Safety Appliance Standards. (See page 146, 57 B.T.C.)
- *123641 March 2 - Authorizing the Ontario Northland Railway to place in service over railway lines thirty-six tank ore hopper cars without running boards and end ladders as required by General Order No. 0-10, under certain specified conditions. (See page 147, 57 B.T.C.)

- 123642 March 3 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at mileage 79.70 Yarmouth Subd.
- 123643 March 3 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at Timberlea, N.S. mileage 7.34 Chester Subd.
- 123644 March 3 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Main Street, at Burdett, Alta. mileage 47.99 Taber Subd.
- 123645 March 3 - Authorizing the removal of the speed limitation at the crossing of MacLeans Road and the C.N.R. at mileage 31.84 Sydney Subd. N.S.
- 123646 March 3 - Amending Order No. 123487 which approved the location of existing and additional storage and transfer facilities of Shell Canada Limited near the C.P.R. at Arborg, Man. near mileage 74.3 Arborg Subd.
- 123647 March 3 - Approving the location of proposed additional flammable liquid bulk storage and existing tank truck transfer facilities of Imperial Oil Limited at Macklin, Sask. near mileage 62.2 Hardisty Subd. C.P.R.
- 123648 March 3 - Approving the location of the flammable liquid bulk storage and transfer facilities of the C.N.R. at Symington Yard, St. Boniface, Man. and revoking authority of Order No. 110164.
- 123649 March 3 - Approving the location of the diesel fuel oil storage and transfer facilities of the C.N.R. at Symington Yard, St. Boniface, Man. and revoking authority of Order No. 107277.
- *123650 March 3 - Disallowing the increase of 10% on rates in Supplements Nos. 46 and 20 to Agreed Charge Tariffs (AC) 63 and (AC) 89 as fixed by Orders Nos. 94129, 111132, 112362 and 113872 and setting certain fixed charges on skelp from Hamilton and Sault Ste. Marie Ont., to Edmonton, Camrose and Calgary, Alta. and certain charges on pipe from Edmonton, Camrose and Calgary Alta., to Vancouver and other stations in B.C. (See page 148, 57 B.T.C.)
- 123651 March 3 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. rescinding Order No. 121754 and amending Order No. 97530.

- 123652 March 6 – Approving tolls to tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- 123653 March 6 – Approving the location of proposed ammonium nitrate storage facility of the Dauphin Consumer's Co-operatives Limited at Dauphin, Man. near mileage 121.2 Gladstone Subd. C.N.R.
- *123654 March 6 – Authorizing The Quebec Central Railway Company (C.P.R.) to discontinue the operation of its trains Nos. 1, 2 and 4 between Sherbrooke and Quebec City, P.Q. (See page 102, 57 B.T.C.)
- 123655 March 6 – Authorizing the C.N.R. to make changes to the signals on their Alexandria Subd. between mileage 0.00 and mileage 25.00.
- 123656 March 6 – Authorizing the C.P.R. to remove the caretaker and the station building at Lacadie, P.Q. mileage 24.5 Adirondack Subd.
- 123657 March 6 – Approving the revisions to tariffs filed by Canadian Pacific Telecommunications.
- 123658 March 6 – Approving the revisions to tariffs filed by Canadian National Telecommunications.
- 123659 March 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Leslie Street, in the Township of North York, County of York, Ont., mileage 11.86 Bala Subd.
- 123660 March 8 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Seraphine Range Road in the Parish of St-Ange-Gardien, P.Q. mileage 7.38 St. Guillaume Subd.
- 123661 March 8 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Bas Cote St-Pierre, Parish of St. Janvier de Lacroix, P.Q. mileage 8.26 Ste-Agathe Subd.
- 123662 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, being the first public crossing west of the station at Fort Macleod, Alta. mileage 33.02 Crowsnest Subd. (105.90 Macleod Subd.)
- 123663 March 8 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.

- 123664 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Bloomfield Road, City of Chatham, Ont. mileage 63.86 Chatham Subd.
- 123665 March 8 – Approving the location of proposed additional flammable liquid storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Big Beaver, Sask. near mileage 79.0 Fife Lake Subd. C.P.R.
- 123666 March 8 – Approving the location of additional storage tank and existing tank truck loading facilities of Imperial Oil Limited at Willow Bunch, Sask. near mileage 71.34 Bengough Subd. C.N.R.
- 123667 March 8 – Amending Order No. 123562 by inserting C.P.R. for C.N.R. to show that the Order dismisses the application of the C.P.R. for authority to remove the agent-operator and the station building at Dundalk, Ont., mileage 27.3 Owen Sound Subd.
- 123668 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing west of the station at Armstrong, Ont., mileage 1.20 Allanwater Subd.
- 123669 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Parkdale Road in Brockville, Ont., mileage 26.55 Brockville Subd.
- 123670 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 45 in Barraute, P.Q. mileage 18.53 Taschereau Subd.
- 123671 March 8 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Division Street in Kingston, Ont. mileage 100.90 Kingston Subd.
- 123672 March 8 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Chesterton Shores Road, Township of Pickering, Ont. mileage 317.22 Kingston Subd. and to relocate the existing reflectorized crossing signs to another crossing of the railway and Dunlop Street, in Whitby, Ont., mileage 0.07 team track, Whitby Town Spur.
- 123673 March 8 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 236 in Rosser, Man. mileage 15.05 Carberry Subd.

- 123674 March 8 – Authorizing the Quebec Department of Roads to widen the Ste. Agathe-Val David Road where it crosses the C.P.R. in Val David, P.Q. and the C.P.R. to install automatic protection at the said crossing.
- 123675 March 8 – Authorizing the City of Saint-Laurent, P.Q. to widen Montee de Liesse Road where it crosses the C.N.R., at mileage 1.63 Cote de Liesse Spur and authorizing the Railways to install automatic protection at the said crossing.
- *123676 March 8 – Authorizing the C.N.R. to publish a rate of \$4.38 per net ton on Copper Concentrates from Brunswick Mine, N.B. to Gaspe, P.Q. (See page 150, 57 B.T.C.)
- 123677 March 8 – Authorizing the Township of Maidstone Ont., to construct East Pike Creek Road across the C.N.R., at mileage 97.03 Chatham Subd. and authorizing the Railways to install automatic protection at the said crossing and to close the existing crossing at mileage 97.18 Chatham Subd.
- 123678 March 8 – Authorizing the C.N.R. to make changes to the signals on their Kingston Subd., P.Q. between mileage 11.0 and mileage 45.0
- 123679 March 9 – Approving Supplement No. 3 to Traffic Agreement between the Bell Telephone Company of Canada and The Corporation of the Town of Dryden.
- 123680 March 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Mervin Lane Road Township of Augusta, Ont. mileage 114.43 Kingston Subd.
- 123681 March 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Chemin des Grandes Prairies, Parish of Ste-Marthe du Cap, P.Q. mileage 1.38 Piles Subd.
- 123682 March 9 – Approving Revised Appendix "A" and Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and Telebec Inc.
- *123683 March 9 – Imposing a speed restriction of 35 m.p.h. on the trains of the C.N.R. and the C.P.R. at the crossing of St. Charles Street, Town of Dorion, P.Q. at mileage 24.54 Kingston Subd. (C.N.R.) and mileage 19.13 Winchester Subd. (C.P.R.) and exempting both railways from erecting and maintaining right of way fences on both sides of their

rights of way within the limits of Town of Dorion, P.Q. until June 30, 1967. (See page 117, 57 B.T.C.)

- 123684 March 9 – Authorizing the C.P.R. to construct a siding across Ormont Drive to serve Hogg Dawe's Laboratories Inc. in Lots 23 and 24, Concession 5, west of Yonge Street, Borough of North York, Ont. commencing at chainage 57 + 11.25 of the Signet Industrial Lead off mileage 8.57 MacTier Subd.
- 123685 March 9 – Authorizing the C.N.R. to operate their engines, cars and trains over the deviation of their railway between mileage 69.12 and mileage 73.24 Oxford Subd., County of Pictou, N.S.
- 123686 March 9 – Authorizing the removal of the speed limitation at the crossing of O'Brien Boulevard and the C.N.R. at Monkland, P.Q. mileage 6.78 Mount Royal Subd.
- 123687 March 9 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Charles Baromee Street in Joliette, P.Q. mileage 101.6 Joliette Subd.
- 123688 March 9 – Approving temporary Anhydrous Ammonia transfer facilities from tank cars to tank trucks of Barton Developments Limited at Red Deer, Alta. near mileage 3.5 Leduc Subd. C.P.R. until October 31, 1967.
- 123689 March 9 – Approving Revised Appendices "A" dated July 5, 1966, September 7, 1966, October 14, 1966 and Supplement No. 4 dated October 14, 1966, Alternate Appendix "B" (1962) and Supplement No. 5 dated February 1, 1967 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone St-Evariste Inc.
- 123690 March 9 – Granting leave to the Municipality of Metropolitan Toronto to prosecute the C.P.R. for an alleged violation of General Order No. 0-26.
- 123691 March 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the V.L.A. Road, two miles west of Chase, B.C. mileage 95.34 Shuswap Subd.
- 123692 March 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the Access Road to McDonald, Man., mileage 9.33 Minnedosa Subd. and to relocate the reflectorized signs to another crossing of its railway and the highway at mile 0.66 Boissevain Subd.

- 123693 March 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Grand Bernier Road North, at St-Jean, P.Q. mileage 21.97 Adirondack Subd.
- 123694 March 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and 30th Avenue S.E. in Calgary, Alta. mileage 1.16 MacLeod Subd. and to relocate the reflectorized signs to another crossing of its railway and 10th Ave. West at mile 0.10 South switching lead off mile 0.6 Laggan Subd.
- 123695 March 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 46 in Corner Brook, Nfld. mileage 409.74 Port Aux Basques Subd.
- 123696 March 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Range Launere Road, mileage 198.95 Monk Subd. P.Q.
- 123697 March 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 468 in Chater, Man. mileage 127.45 Carberry Subd.
- 123698 March 10 – Amending Order No. 115795 which authorized the installation of automatic protection at the crossing of the C.N.R. and Provincial Road No. 308, at Sprague, Man. mileage 57.81 Sprague Subd.
- 123699 March 10 – Authorizing the C.N.R. to remove the station agent and appoint a caretaker at Port Elgin, N.B. mileage 19.9 Tormentine Subd.
- 123700 March 10 – Authorizing the C.P.R. to improve the automatic protection at the crossing of its railway and 8th Street, Calgary, Alta. mileage 174.88 Brooks Subd.
- 123701 March 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Lower South Road in St. Janvier de Lacroix, P.Q. mileage 6.98 Ste. Agathe Subd.
- 123702 March 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and St. Alexis Range Road, Parish of St. Maurice, P.Q. mileage 3.54 Piles Subd.
- 123703 March 10 – Authorizing the City of Montreal, P.Q. to construct Notre Dame Street across the Turcot Holdings lead track of the C.N.R. at mileage 0.14 off mileage 4.04 Montreal Subd., and authorizing the C.N.R. to install automatic protection at said crossing.

- 123704 March 10 – Amending Order No. 118674 which authorized the installation of automatic protection at the crossing of the C.N.R. and Church Road, Township of Georgina, Ont., mileage 57.97 Bala Subd.
- 123705 March 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Wesley Road, Township of Lancaster, Ont. mileage 50.64 Kingston Subd.
- 123706 March 10 – Authorizing the C.P.R. to close the crossing of its railway and the Municipal Road between Sections 4 and 5, Township 41, Range 26, West 4th Meridian, Alta. mileage 21.02 Leduc Subd.
- 123707 March 10 – Imposing a speed restriction of 10 m.p.h. on the engines, cars or trains at the crossing of the C.P.R. and King Street in Ingersoll, Ont. mileage 0.46 Port Burwell Subd.
- 123708 March 10 – Approving changes in the signals at the Saint John River Bridge at Fredericton, N.B. mileage 109.5 Nashwaak Subd. C.N.R.
- 123709 March 13 – Authorizing the C.P.R. to construct a second track across the municipal road between the SW¼ and the SE¼–29–34–26–W2M, Village of Viscount, Sask. mileage 65.33 Sutherland Subd.
- 123710 March 13 – Authorizing the D.A.R. to operate its engines, cars and trains over the culvert at mileage 0.18 Truro Subd. at Windsor, N.S.
- 123711 March 13 – Amending Order No. 118807 which authorized the City of St. Laurent, P.Q. to construct Hickmore Street across the C.N.R. at mileage 1.07 Cote de Liesse Spur.
- 123712 March 13 – Authorizing the Quebec Department of Roads to improve St. Jean Road where it crosses the C.N.R. in the Municipality of St. Paul de Joliette, County of Joliette, P.Q. mileage 104.59 Joliette Subd.
- 123713 March 13 – Approving the crossing of the highway and the track of the Great Slave Lake Railway, in the Town of Hay River, N.W.T. at mileage 375.63 and authorizing the C.N.R. to reconstruct the crossing and improve the approach grades.
- 123714 March 13 – Authorizing the City of Belleville, Ont. to construct University Avenue across the C.N.R., mileage 1.35 Campbellford Subd.

- 123715 March 13 - Amending Order No. 122176 which authorized the C.N.R. to construct two pedestrian subways across and under their right of way and tracks, Township of Scarborough, County of York, Ont. mileage 321.45 Kingston Subd. and authorizing the C.N.R. to operate over the said subways.
- 123716 March 13 - Authorizing the C.P.R. to reconstruct its bridge at mileage 87.0 Carberry Subd. Man. and to operate over the said bridge during the period of reconstruction.
- 123717 March 13 - Approving Plan showing the deviation of the Fort Frances Subd. of the C.N.R. between mileage 66.15 and mileage 66.45, Township of Halkirk, Ont.
- 123718 March 13 - Authorizing the C.N.R. to operate their engines, cars and trains over the private siding leading from mileage 0.21 industrial spur, which commences at mileage 5.62 St. Romuald Subd. serving Canada Packers Ltd. and Syndicat Industriel de St. Romuald d'Etchemin, along and across 1st Avenue, City of St. Romuald, County of Levis, P.Q.
- 123719 March 13 - Authorizing the C.P.R. to divert its main line between mileage 54.56 and mileage 55.15 Shogomoc Subd., N.B. and exempting the railway from submitting a plan, profile and book of reference of the said diversion.
- 123720 March 13 - Amending Order No. 118225 which authorized the installation of automatic protection at the crossing of the C.N.R. and Athlone Street at Swan River, Man., mileage 0.59 Erwood Subd.
- 123721 March 13 - Amending Order No. 114352 which authorized the widening of l'Islet-St-Adalbert Road where it crosses the C.N.R. at l'Isletville, P.Q. mileage 64.6 Montmagny Subd. and the improvement of the existing protection at the said crossing.
- 123722 March 13 - Approving by-law dated February 7, 1967, prohibiting the sounding of engine whistles, at certain level crossings in the Town of Hantsport, N.S. D.A.R.
- 123723 March 13 - Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge at mileage 11.53 Grimsby Subd. City of St. Catharines, Ont.
- 123724 March 13 - Authorizing the C.N.R. to reconstruct spans Nos. 1, 2, 3, 6 and 11 on the eastward main line of their bridge crossing Smith's Creek, Town of Port Hope, County of Durham, Ont. at mileage 270.3 Kingston Subd. and to

operate their engines, cars and trains over the said bridge during period replacing said spans.

- 123725 March 13 – Amending Order No. 123120 as amended by Order No. 123497 which authorized allocating the balance of the cost of reconstruction and improvement of the overhead bridge carrying Hunt Street over the C.P.R., City of Hamilton, Ont. mileage 38.51 Hamilton Subd.
- 123726 March 13 – Authorizing the Quebec Department of Roads to improve St. Charles Range Road where it crosses the C.N.R., Municipality of the Parish of Ste. Angele, County of Maskinonge, P.Q. at mileage 69.72 Joliette Subd.
- 123727 March 13 – Allocating the cost of placing reflective markings on the sides of four box cars of the Nipissing Central Railway Company as authorized by Order No. 114295.
- 123728 March 13 – Approving changes to the automatic protection at the crossing of the C.N.R. and Middle River Road in Middle River, N.S. mileage 51.56 Chester Subd.
- 123729 March 13 – Amending Order No. 117497 which authorized the installation of automatic protection at the crossing of the C.N.R. and Highway No. 574 in Brower, Ont. mileage 174.69 Taschereau Subd.
- 123730 March 13 – Amending Order No. 119846 which authorized the Township of Brock, Ont. to reconstruct Town Line Road crossing the C.N.R. between Lot 1, Concession 14, and Lot 23, Concession 1, Township of Thorah, County of Ont., Ont. mileage 58.52 Bala Subd.
- 123731 March 13 – Authorizing the C.N.R. and the C.P.R. to operate their engines and trains through the interlocking at the crossing of their railways near Diamond, Man. mileage 14.3 Rivers Subd. (C.N.R.) and mileage 12.4 Glenboro Subd. (C.P.R.) and limiting the speed of engines and trains to fifty miles per hour.
- 123732 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Rochefondu Road Township of Westmeath, Ont. mileage 71.84 Beachburg Subd.
- 123733 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway between Lots 30 and 31, Township of Matilda, Ont. mileage 102.10 Kingston Subd.

- 123734 March 14 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 350, at MacGregor, Man. mileage 77.23 Carberry Subd.
- 123735 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Otter Lake Road, Township of Foley, Ont. mileage 143.65 Bala Subd.
- 123736 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 11 in Cooks Brook, N.B. mileage 118.71 Springhill Subd.
- 123737 March 14 – Authorizing the C.P.R. to relocate the automatic protection at the crossing of its railway and Highway No. 38, City of Laval, P.Q. mileage 10.05 Trois-Rivieres Subd.
- 123738 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Perron Road in St. Adelphe, P.Q. mileage 65.08 La Tuque Subd.
- 123739 March 14 – Authorizing the C.P.R. to make improvements to the automatic protection at the crossing of its railway and County Road No. 19, in United Counties of Russell and Prescott, Ont. at mileage 56.59 Montreal & Ottawa Subd.
- 123740 March 14 – Authorizing the Algoma Central Railway to install automatic protection at the crossing of its railway and Provincial Highway No. 83, Township of Lowther, 2.1 miles north of Cappell, Ont. mileage 282.78 Northern Subd.
- 123741 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway, in Township of Matilda, Ont. mileage 95.9 Kingston Subd.
- 123742 March 14 – Authorizing the Algoma Central Railway to install automatic protection at the crossing of its railway and Highway No. 552 at Island Lake, Ont. mileage 16.25 Soo Subd.
- 123743 March 14 – Authorizing the Ontario Department of Highways to construct the Kitchener-Waterloo Expressway across the C.N.R. in Lot 59, Village of Bridgeport, County of Waterloo, Ont. mileage 1.17 Bridgeport Spur, Guelph Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123744 March 14 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123745 March 14 – Approving tolls to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.

- 123746 March 14 – Approving toll to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123747 March 14 – Approving tolls to tariff filed by the D.A.R. under Sections 3 and 8 of the M.F.R.A.
- 123748 March 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 12th Street S.E. in Calgary, Alta. mileage 3.50 Calgary Freight Terminal Line.
- 123749 March 14 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Wilson Street, City of Hamilton, Ont. mileage 0.68 Hagersville Subd. by providing automatic controls in lieu of the existing manual control.
- 123750 March 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 13th Avenue in the Town of Charny, P.Q. mileage 7.76 St. Romuald Subd.
- 123751 March 14 – Approving changes to the signals on the Watrous Subd., Sask. between mileages 176.0 and 194.0; and 194.0 and 213.0. C.N.R.
- 123752 March 14 – Approving changes to the signals on the Watrous Subd., Sask. between mileage 156.0 and mileage 176.0. C.N.R.
- 123753 March 14 – Approving changes to the signals on the Watrous Subd., Sask. between mileage 100.00 and mileage 129.02. C.N.R.
- 123754 March 14 – Authorizing the City of St. Catharines, Ont. to reconstruct Van Sickel Road where it crosses the C.N.R. County of Lincoln, Ont. at mileage 12.55 Grimsby Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123755 March 14 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123756 March 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Gagnon Street, Town of St. Felicien, P.Q. mileage 28.83 Roberval Subd.
- 123757 March 14 – Authorizing the City of St. Catharines, Ont. to reconstruct First Street Louth where it crosses the C.N.R. Lincoln County, Ont. mileage 12.84 Grimsby Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123758 March 14 – Authorizing the Quebec Department of Roads to reconstruct Grand Rang Ste-Catherine Road where it crosses the

C.N.R., Municipality of the Parish of St-Cuthbert, County of Berthier, P.Q. mileage 88.27 Joliette Subd.

- 123759 March 14 - Approving changes to the C.N.R.'s signals at East End Winnipeg Terminals from mileage 251.75 to mileage 252.05 Redditt Subd., Man.
- 123760 March 14 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 412 in R.M. of Rosser, Man. mileage 22.42 Carberry Subd.
- 123761 March 14 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 500 at Hazelridge, Man. mileage 106.59 Keewatin Subd.
- 123762 March 14 - Authorizing the Nova Scotia Department of Highways to widen and improve the south approach of the Lower Jordan Road where it crosses the C.N.R., County of Shelburne, N.S. at mileage 49.30 Yarmouth Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123763 March 14 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ville-montel-Ste-Gertrude Road, in Trecesson Township, County of Abitibi, P.Q. mileage 55.84 Taschereau Subd.
- 123764 March 14 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 424 in Calrin, Man. mileage 18.44 Rivers Subd.
- 123765 March 14 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and St-Pierre Range Road in the Parish of Ste-Elizabeth, P.Q. mileage 92.72 Joliette Subd.
- 123766 March 14 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ridge Road, Township of Godmanchester, P.Q. mileage 38.04 Massena Subd.
- 123767 March 14 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Dufresne Road, Parish of La Visitation de Champlain, P.Q. mileage 96.43 Quebec Subd.
- 123768 March 14 - Approving toll published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 122827.

- 123769 March 14 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. near St. Jerome, P.Q. mileage 10.14 Ste. Agathe Subd.
- 123770 March 14 – Authorizing the C.N.R. to install improved protection at the crossing of their railway and Howe Avenue, City of Halifax, N.S. mileage 0.34 Chester Subd.
- 123771 March 15 – Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 123772 March 15 – Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 123773 March 15 – Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 123774 March 15 – Approving tolls to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- 123775 March 15 – Approving tolls to Tariff filed by the Canadian Freight Association under Section 8 of the M.F.R.A.
- 123776 March 15 – Approving tolls to Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 123777 March 15 – Approving toll published to Sydney, N.S. in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123778 March 15 – Approving the location of the C.N.R. proposed temporary refuelling facilities for container and truck trailer heater systems at the lower express yard, Toronto Terminals, Toronto, Ont. and revoking authority of Order No. 122990.
- 123779 March 15 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Belle Riviere Road North, Ste. Scholastique Parish, P.Q. mileage 32.67 Lachute Subd.
- 123780 March 15 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Savanne Road in Notre-Dame de Bonsecours, P.Q. mileage 41.86 Granby Subd.
- 123781 March 15 – Authorizing the C.P.R. (New Brunswick Railway Company) to extend its industrial spur which commences at mileage 2.0 Shore Line Subd., City of Lancaster, County of Saint John, N.B.

- 123782 March 15 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Du Manège Street in the Town of Beauport, P.Q. mileage 3.48 Murray Bay Subd. and authorizing the Town of Beauport to connect and synchronize the traffic signals at the intersection of Du Manège Street and Highway No. 15 with the said automatic protection.
- 123783 March 15 – Authorizing the C.N.R. to make changes to their signals at Humber, Ont. mileage 4.00 Halton Subd.
- 123784 March 15 – Authorizing the New Brunswick Department of Public Works to construct Lower Cove Overpass to carry Highway No. 1 across and over the C.N.R. near Sussex, County of Kings, N.B. mileage 44.98 Sussex Subd. which will eliminate a level crossing of the C.N.R. and Back Road at mileage 45.24 Sussex Subd. and authorizing the Railways to close the crossing and remove the protection.
- 123785 March 15 – Authorizing the Township of Essa, Ont. to reconstruct 8th Concession Road where it crosses the C.N.R. in Lot 31 between Concessions 7 and 8, mileage 6.30 Meaford Subd. and to improve the sight lines at the said crossing.
- 123786 March 15 – Authorizing the Town of Cobourg, Ont. to construct a diversion road, eliminating the crossing of the C.N.R. and Sinclair Street at mileage 264.91 Kingston Subd. and the subway under the C.P.R. at mileage 135.79 Belleville Subd. and authorizing the Railways to close the level crossing and to remove the existing subway on their respective railways.
- 123787 March 15 – Approving the location of Canada Packers Limited temporary anhydrous ammonia transfer facilities at Dresden, Ont. near mileage 30.1, Subd. No. 2. C & O Rly. until July 31, 1967.
- 123788 March 15 – Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 120240.
- 123789 March 15 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Wilson Townline Road at mileage 103.55 Yale Subd. B.C.
- 123790 March 15 – Approving the tolls published in Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.

- 123791 March 15 - Approving the tolls published in Agreed Charge Tariffs and in Supplements thereto filed by the Canadian Freight Association pursuant to the provisions of Part 4 of the Transport Act under Section 3 of the M.F.R.A.
- 123792 March 15 - Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- *123793 March 15 - Authorizing the Canadian Freight Association (Western Lines) to publish a rate of \$18.83 per net ton on concentrates, copper, carload minimum weight 140,000 pounds from Prince Albert, Sask. to Clara Belle, Ont. (See page 151, 57 B.T.C.)
- 123794 March 15 - Authorizing the Township of Humberstone to reconstruct Pietz Road where it crosses the C.N.R. between Lots 26 and 27 in Concession 5, Township of Humberstone, Ont. mileage 19.58 Cayuga Subd. and to provide clear sight lines in the northeast and northwest angles of the said crossing.
- 123795 March 15 - Authorizing the Township of Humberstone to reconstruct Koabel Road where it crosses the New York Central System between Lots 4 and 5 Concession 4, Twp. of Humberstone, Ont. mileage 11.38 Fort Erie Subd.
- 123796 March 15 - Authorizing the Township of Humberstone to reconstruct White Road where it crosses the C.N.R. between Lots 14 and 15, Concession 4, Township of Humberstone, Ont. mileage 14.70 Cayuga Subd. and to provide clear sight lines at the said crossing.
- 123797 March 15 - Authorizing the Quebec Department of Roads to widen Marangouiniere Road where it crosses the C.N.R. in Municipality of St. Jean Chrysostome, P.Q. at mileage 223.34 Monk Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123798 March 16 - Revoking authority of Order 93930 which approved the location of facilities of Canadian Oil Companies Ltd. for the handling and storage of flammable liquids near the C.N.R. at Atikokan, Ont. mileage 140.5 Kashabowie Subd.
- 123799 March 16 - Authorizing the Township of Orillia, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Concessions 13 and 14, County of Simcoe, mileage 91.20 Bala Subd.

- 123800 March 17 - Authorizing the C.N.R. to close the following stations in Ont. for a temporary period while the agents are on annual vacations: Longwood, Chatham, Strathroy, Mount Brydges, Newbury, Hyde Park.
- 123801 March 17 - Authorizing the County of St. Paul No. 19, Alta. to improve the vision where the Municipal Road crosses the C.N.R. between the SE $\frac{1}{4}$ of Sec. 30 and the NE $\frac{1}{4}$ -19-59-10-W4M, mileage 0.92 Bonnyville Subd.
- 123802 March 17 - Approving revisions to tariffs filed by the Canadian National Telecommunications.
- 123803 March 17 - Approving agreement between the British Columbia Telephone Company and Pacific Northwest Bell for the interconnection of facilities between their respective systems.
- 123804 March 17 - Approving changes to the automatic protection at the crossing of the C.N.R. and Highway No. 69 in Sudbury, Ont. mileage 4.83 Sudbury Terminals Subd.
- 123805 March 17 - Approving Traffic Agreement between the British Columbia Telephone Company and the City of Prince Rupert, B.C.
- 123806 March 17 - Authorizing the County of Mountain View No. 17, Alta. to construct the Didsbury by-pass at grade across the C.P.R. in the SW $\frac{1}{4}$ -19-31-1-W5M at mileage 46.91 Red Deer Subd. and the C.P.R. to install automatic protection at the said crossing.
- 123807 March 17 - Assessing the cost of maintenance of the crossing of Highway No. 2 and the C.P.R. in Lot 27, Concession 2, City of Windsor, Ont. mileage 109.7 Windsor Subd. on the City of Windsor and the C.P.R.
- 123808 March 17 - Amending Order No. 123356 which exempted the C.P.R. from erecting and maintaining right of way fences between certain mileages on both sides of its Lake Ingebright Spur, Alta.
- 123809 March 17 - Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Husky Oil of Canada Limited which crosses the highway at mileage 0.06, which commences at mileage 85.02 Blackfoot Subd. Alta.
- 123810 March 17 - Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Banville Building Supplies Limited across Donald Street South at mileage 0.04, which

commences at mileage 0.86 Rivers Subd. City of Winnipeg, Man.

- 123811 March 17 - Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 123812 March 17 - Authorizing the Trans-Canada Pipe Lines Limited to install a 16-inch gas pipe line across and under the C.N.R. at mileage 2.0 Bodo Subd. in the SE $\frac{1}{4}$ -12-40-23-W3M and at mileage 56.5 Wainwright Subd. in the NW $\frac{1}{4}$ -8-40-22-W3M all in the R.M. of Round Valley No. 410, Sask.
- 123813 March 17 - Authorizing the C.N.R. to construct a siding across 34th Avenue S.E., to serve MacMillan Bloedel Limited, City of Calgary, Alta. opposite mileage 0.45 off Highfield Lead No. 3, which commences at mileage 134.91 Drumheller Subd.
- 123814 March 17 - Authorizing the C.P.R. to erect, mark and maintain signboards with reflective material at certain highway crossings of its Railway in Canada.
- 123815 March 17 - Approving the construction of a road diversion by the Alberta Department of Highways across the C.N.R. under their existing bridge in the NW $\frac{1}{4}$ -20-53-6-W5M, near Magnolia, Alta. mileage 61.29 Edson Subd. and authorizing the C.N.R. to close, within the limits of their right of way, the existing crossing of their railway and the highway at mileage 61.34 Edson Subd. Alta.
- *123816 March 17 - Approving Supplement No. 4 to Canadian Freight Classification No. 22. (See page 152, 57 B.T.C.)
- 123817 March 17 - Approving tolls to tariff filed by the Canadian Freight Association pursuant to the provisions of Part 4 of the Transport Act under Section 3 of the M.F.R.A.
- 123818 March 17 - Approving signal changes from West End Winnipeg Terminals Union Station to Carman Junction, Man. from mileage 0.00 to mileage 8.31 Rivers Subd. C.N.R.
- 123819 March 17 - Approving the location of a new station proposed to be erected at Guildwood, Ont. mileage 321.25 Kingston Subd. C.N.R.
- 123820 March 17 - Rescinding authority of Order No. 107790 and authorizing the County of Kent, Ont. to construct County Road No. 7 across the C.P.R. in Lot 1, Concession 3, Township of

Raleigh, at mileage 73.66 Windsor Subd. and authorizing the C.P.R. to install automatic protection at the said crossing, and to close, within the limits of its right of way the existing crossing of its railway and County Road No. 7 at mileage 73.76 Windsor Subd. Ont.

- 123821 March 17 - Authorizing the C.N.R. to operate their engines, cars and trains over their ballast pit track which crosses Range 9 Road in the Township of Courville, County of Abitibi-East, P.Q. at mileage 0.06 on the said track which commences at mileage 4.59 Taschereau Subd.
- *123822 March 17 - Granting licence to Yankcanuck Steamships Limited for the year 1967 to operate certain ships between all ports or places in Canada on Lakes Ontario, Erie, Huron (including Georgian Bay) and Superior, and their connecting waters, including the St. Lawrence River and its tributaries, as far seaward as the west end of the Island of Orleans. (See page 153, 57 B.T.C.)
- 123823 March 17 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway near Laura, Sask. mileage 29.42 Rosetown Subd. (formerly mileage 31.25 Rosetown Subd.)
- 123824 March 17 - Authorizing the C.P.R. to abandon three private sidings serving the Winnipeg Supply and Fuel Company Limited, City of Winnipeg, Man. and to remove the trackage therefrom.
- 123825 March 20 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Ste-Marguerite Range Road, at St-Antoine-des-Laurentides, P.Q. mileage 10.14 Ste-Agathe Subd.
- 123826 March 20 - Authorizing the C.N.R. to operate over the siding track of the crossing of their railway and Wellington Street in Kitchener, Ont. mileage 0.25 North Waterloo Subd. and requiring the movement of all engines, cars and trains to be flagged, over the crossing, by a member of the train crew.
- 123827 March 20 - Approving the changes to the signals on the C.P.R. Cascade Subd. between mileage 15 and mileage 27, in B.C.

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF commutation fares of Canadian Pacific Railway Company and Dominion Atlantic Railway Company.

File 29984.18.1

April 7, 1967

BEFORE:

R. KERR, Q.C.,
J.E. DUMONTIER,
A.S. KIRK,

Chief Commissioner.
Deputy Chief Commissioner.
Commissioner.

APPEARANCES:

G.P. MILLER, Q.C.,
and
M.S. BISTRISKY, }
JACQUES VIAU, Q.C.,

for Canadian Pacific Railway
Company.

J.W. HEMENS, Q.C.,
RAYMOND ROCK, M.P.,
ANDREW MANOCCHIO,

for Cities of Lachine, Pointe-Claire
and Dorval.
for City of Beaconsfield.
Jacques Cartier-Lasalle.
representing Lodge III, International
Association of Machinists.
St. Johns, Que., in person.
Alderman, Pointe-Claire.

JACQUES A. BERNARD,
S. J. DEAKIN,

Heard at Westmount, Que., November 15 and 16, 1966.

JUDGMENT

KERR, C.C.:

On September 8, 1966, Canadian Pacific Railway Company and Dominion Atlantic Railway Company filed tariffs, to be effective on September 17, 1966, increasing their commutation fares. The principal services affected by the increases are Canadian Pacific's Montreal-Rigaud commutation services, but

other services with smaller commuter patronage are affected also. The Montreal-Rigaud commutation services have been used in previous cases as the yardstick for Canadian Pacific's commutation fares, and although certain other services used by commuters, such as the service between Montreal and St. Johns, P.Q., do not have the same frequency or facilities as the Montreal-Rigaud services have, there are practical reasons for again using the latter services as the yardstick for Canadian Pacific's commutation fares.

The Board at first postponed the effective date of the increases and subsequently suspended them pending a hearing and determination. The hearing took place at Westmount on November 15th and 16th.

The filing of the fare increases followed soon after the granting of wage increases, including an 18% increase, to railway employees by virtue of the Maintenance of Railway Operation Act, 1966, passed by Parliament last September. Apart from such wage increases, there have been considerable changes in the operation and revenues and expenses of the services since 1963, when the last previous commutation case was heard. To assist the Board in ascertaining pertinent facts and reaching valid conclusions and in order to test the Company's revenue and cost estimates, the Board directed members of its Economics and Accounting, Operation and Traffic branches to examine Canadian Pacific's working papers and inspect specific operations. Some of this was done prior to the hearing, some afterwards. A detailed staff study was made of the costing methods used by Canadian Pacific; service units were examined; and the 1965-66 operation was compared with the 1962-63 operation.

Financial Position of Company (1966 vis-à-vis 1963)

When the Board issued its October 1963 Judgment, a staff table was included to show a "Comparison of Estimated Costs of Commutation Service Montreal-Rigaud in 1959 and in 1963". Some costs were lower but most items had increased over that four-year period. The total operating cost, as estimated by Canadian Pacific, before cost of money, was \$1,164,063 in 1959 and \$1,306,492 in 1963, an increase of about 12%.

In the present case the Company submitted a similar table, Exhibit No. 12, which shows a cost comparison between the 1963 and 1966 operations. The 1963 cost of \$1,306,492 rose to \$1,709,308 in 1966. To this was added the 18% wage increase, estimated at \$182,888, (18%), and an estimated 3% or \$9,159 increase in material prices. This made the 1966 estimated operating cost \$1,901,355, an increase of 45% over the 1963 estimate. This is without any allowance for cost of money.

In the 1963 case the Board made reductions of \$8,000 in the estimated operating cost, and reduced the cost of money estimate by \$206,000.

Increased Service, Higher Revenues and Higher Costs

The updated service units for the 12 months ended June 30, 1966, over the 12 months ended April 30, 1963, show increases of 16% to 22% in three of the important work units used in allocating variable costs, for passenger car miles are up 16%, locomotive miles are up 22%, and gross ton miles are up 21%.

The increase in service units reflects an expansion in operations in order to accommodate a larger number of commuters. The 1963 survey of passenger carryings showed about 7,000 daily in each direction while the 1966 survey showed 8,900 daily. This is an increase of about 27%, being an average of 48% more at Westmount and Montreal West and 22% more in the area beyond Montreal West.

Wages paid to engineers, firemen, motormen, conductors, assistant conductors and brakemen increased about 27% (exclusive of the recent 18% increase) in the three-year period from 1963 to 1966, due partly to higher labour costs under wage agreements and partly to additional crew assignments; two more trains were run; one more diesel unit was used; there were seven additional crew members; the number of passenger cars in 1966 was 9 more than in 1963.

A comparison of the total commutation revenues, in the two periods, shows them to be 31% higher in 1966 than in 1963. The estimated operating cost, before cost of money and without taking into account the 18% increase, was also about 31% higher in 1966. The Company's estimates for cost of money on the 1966 equipment and road facilities was 19% higher than in 1963.

When allowance is made for the 18% wage increase and the 3% material price increase, and with cost of money included, the 1966 cost estimate is 38% above 1963. In terms of dollars the costs rose by \$678,920, vis-à-vis an increase in revenue of \$421,958, which considerably worsened the financial position.

Expressed another way, the 1963 estimated loss of \$397,661 would have been offset by the three-year revenue increase of \$421,958 if this revenue increase had not been accompanied by additional costs of \$678,920. The net result was to add a further loss of \$256,962, making a total 1966 loss, as estimated by Canadian Pacific, of \$654,623, as shown in Exhibit No. 9, Statement No. 2. These are Canadian Pacific's estimates.

The Principle applied in Commutation Cases

Commutation fares have been the subject of a number of Board hearings and judgments in the Montreal area in recent years. There were extensive hearings in 1954-55, in the course of which a principle respecting commutation fares was declared by the Board in a Judgment dated August 4, 1954, reported in 71 CRTC 138, at p. 152, as follows:

"In dealing with commutation services I think the time has arrived to apply a general rule that a railway is entitled to charge commutation rates

at a level that will return at least the railway's reasonable and actual out-of-pocket cost of furnishing the commutation service concerned, and that the railway should not be required by this Board to provide or continue to provide commutation services which will not meet that cost."

In later cases the Board did not depart from that principle. I see no valid reason to depart from it in this case.

I will deal later herein with various objections put forward against the fare increases, but will deal first with the revenue and expense estimates.

Revenues and Expenses and Deficit

Exhibit No. 9, Statement No. 2, filed by Canadian Pacific and reproduced next, shows details of revenue and variable cost of the services using present equipment, based on the 12-month period July 1965 through June 1966 and reflecting wage levels to be in effect at the end of the agreements prevailing in June 1966 and reflecting also the 18% wage increase and a 3% increase in materials prices. The Exhibit shows an estimated excess of variable cost over revenue amounting to \$654,623.

Exhibit No. 9

STATEMENT NO. 2

CANADIAN PACIFIC RAILWAY COMPANY

Details of Revenue and Variable Cost of the Montreal-Vaudreuil-Rigaud Suburban Service Using Present Equipment

Based on 12-month period July 1965 through June 1966

Revenue

Commutation fares: 10 trips	\$ 794,276	
40 trips (public)	366,530	
40 trips (scholars)	67,115	
	<u>\$1,227,921</u>	
Adjustment to full fares for employees	61,774	
Gate Collections: Westmount	12,397	
Montreal West	141,385	\$1,443,477
	<u></u>	
Other Fares: One Way	\$ 118,632	
Return	6,705	
Miscellaneous	813	
Conductors' Cash		
Collections	<u>209,196</u>	335,346

Exhibit No. 9 (Cont'd)

STATEMENT NO. 2 (Cont'd)

Revenue (cont'd)

Car Advertising	5,060	
Add: Estimate from 5¢ fare increase for other fares (effective October 4, 1966)	3,200	
Total		\$1,787,083.

Variable Cost

Wages of train and engine crews	\$ 372,854	
Fuel and Water	86,132	
Enginehouse expenses, lubricants and other supplies	64,997	
Train supplies and expenses	279,216	
Terminal switching expenses	41,215	
Station employees and expenses	49,958	
Cost of printing tickets	1,964	
Equipment repairs — Locomotives	57,630	
— Passenger cars	319,914	
Equipment depreciation — Locomotives	66,287	
— Passenger cars	309,320	
Road maintenance	35,481	
Other transportation and maintenance expenses	24,340	\$1,709,308
Add: Estimated terminal cost of 18% wage increase	182,888	
Estimated cost of 3% increase in material prices	9,159	192,047
Cost of Money: Locomotives	91,443	
Passenger cars	419,505	
Road	29,403	540,351
		2,441,706
Excess of variable cost over revenue		<u>\$ 654,623</u>

Montreal, October 13, 1966

The Company's Exhibit No. 5 next, shows the commutation fares revenues that are included in Exhibit No. 9, Statement No. 2, and the Company's estimates of revenues at the proposed fares and the increase in revenues from such fares.

Exhibit No. 5

**CANADIAN PACIFIC RAILWAY COMPANY
CONSOLIDATED REVENUE FROM COMMUTATION TICKETS
JULY 1, 1965 – JUNE 30, 1966**

TYPE OF FARES	Revenue at Present Fares	Revenue at Proposed Fares	Increase in Revenue
GATE COLLECTIONS:	\$	\$	\$
Westmount	12,397	12,397	---
Montreal West	141,385	165,000	23,615
SUB-TOTAL	\$ 153,782	\$ 177,397	\$ 23,615
10-Trip Tickets	794,276	943,800	149,524
40-Trip General Public Tickets	366,530	451,100	84,570
40-Trip Scholars' Tickets	67,115	88,300	21,185
SUB-TOTAL	\$1,227,921	\$1,483,200	\$255,279
GRAND TOTAL	\$1,381,703	\$1,660,597	\$278,894

Passenger Tariff Bureau
Montreal, Quebec
November 10, 1966

The estimated revenue increase of \$278,894 in Exhibit No. 5, from the higher fares proposed by Canadian Pacific, would reduce the revenue deficit of \$654,623 shown in Exhibit No. 9, Statement No. 2, to \$375,723, if present equipment is used, or to \$364,184 if the proposed new equipment replaces 24 old coaches. This is summarized in the Company's Exhibit No. 10, Statement No. 5, reproduced next.

Exhibit No. 10

STATEMENT NO. 5

CANADIAN PACIFIC RAILWAY COMPANY

SUMMARY

Projection of Revenue and Variable Cost of the Montreal-Vaudreuil-Rigaud Suburban Service using (a) present equipment and (b) present equipment except for the replacement of the twenty-four standard steel coaches with new "Push-Pull" commuter cars

Based on 12-month period July 1965 through June 1966

	Present Equipment (a)	Proposed Equipment (b)
Revenue (see Statement No. 2)	\$1,787,083	\$1,787,083
Add — Revenue from proposed fare increase	278,900	278,900
Total	\$2,065,983	\$2,065,983
Variable Cost (see Statement No. 2) (see Statement No. 3)	\$2,441,706	\$2,430,167
Excess of variable cost over revenue	\$ 375,723	\$ 364,184

Montreal, November 1966

Canadian Pacific's Estimates of Deficit

At the hearing, Canadian Pacific filed statements of the revenues and expenses, some actual, some estimated, of its Montreal-Rigaud services for the twelve months July 1965 through June 1966, and projected them for the future with adjustments for increased wages, change in volume of carryings and other conditions. In summary, the Company estimated that, using present equipment, the variable or out-of-pocket costs of the services for the projected 12 months would exceed revenues at the present fare levels by about \$654,623 and at the proposed fare levels by \$375,723; and that there would be only minor differences in the deficit figures if new push-pull equipment replaces 24 old coaches.

New Equipment

Counsel for Canadian Pacific stated at the hearing that it is the Company's intention to put certain new commuter cars into service as soon as the Company can do so, maybe within a year. Mr. Warren, in giving evidence, said that the matter is being explored and that the cars the Company has in mind are light weight 100-passenger cars of push-pull design that can be operated in both directions as trains without being turned around. They are to replace 24 old heavy weight cars. Canadian Pacific made clear that its case at this time is based upon the use of the present equipment, although it gave figures (Exhibit No. 9, Statement No. 3) of costs of the services using the new cars in replacement of the 24 old cars.

The Board's analysis of the costs has also been based on the present equipment although I have made an adjustment in respect of reconditioning the 24 old coaches and the spreading of the cost over a five-year period when considered in relation to the anticipated additional costs and savings from use of push-pull equipment.

The use of the new equipment does not change the revenue figures, but causes certain additions to and reductions from the Company's variable cost figures, amounting in all to additions of \$243,089 and reductions of \$254,628, a net reduction of \$11,539, as shown in Exhibit No. 9, Statement 3, reproduced next. The principal reductions are in wages, \$51,336; train supplies and expenses \$52,815; equipment repairs of passenger cars, \$78,696; and depreciation of locomotives, \$10,275. The principal increases are depreciation of passenger cars, \$31,406, and cost of money for the new cars, \$208,583.

STATEMENT NO. 3

CANADIAN PACIFIC RAILWAY COMPANY

Details of estimated reductions, and additions, in Variable Cost
calculated on the replacement of twenty-four standard steel coaches
with new "Push-Pull" commuter cars

Based on 12-month period July 1965 through June 1966

	<u>"Push-Pull"</u>	
	<u>Reductions</u>	<u>Additions</u>
Variable Cost (as per Statement No. 2)		\$2,441,706
Wages of train and engine crews	\$ 51,336	
Fuel and Water		\$ 3,100
Enginehouse expenses, lubricants and other supplies	264	
Train supplies and expenses	52,815	
Equipment repairs—Locomotives	1,233	
— Passenger cars	78,696	
Equipment depreciation—Locomotives	10,275	
— Passenger cars		31,406
Road maintenance	3,407	
Other transportation and maintenance expenses	3,719	
	<u>\$201,745</u>	<u>\$ 34,506</u>
Estimated terminal cost of 18% wage increase	32,072	
Estimated cost of 3% increase in material prices	576	
	<u>\$234,393</u>	<u>\$ 34,506</u>
Cost of Money: Locomotives	13,710	
Passenger cars		208,583
Road	6,525	
	<u>\$254,628</u>	<u>\$243,089</u>
Net reduction		<u>11,539</u>
Total (see Statement No. 1)		<u><u>\$2,430,167</u></u>

Montreal, October 13, 1966

57 B.T.C.

Carryings

Canadian Pacific filed Exhibits Nos. 6 and 7, showing average daily carryings Montreal-Rigaud, Monday through Friday, eastbound and westbound, based on a survey made from Monday, October 31, through Friday, November 4, of 1966. The average eastbound was 1,691 from Montreal West and Westmount, and 7,274 from stations west of Montreal West. The average westbound was 1,828 to Westmount and Montreal West, and 7,029 to stations beyond Montreal West. Mr. Warren also testified that, for the year ending March 31, 1965, there was a decrease of 1.4% in the volume of the Montreal-Rigaud commutation traffic; and for the next year ending March 31, 1966, there was an increase of 11.7%. He attributed that increase largely to the condition of the highway, particularly Dorval and east, and the access roads into and out of Montreal and expressed his opinion that carryings in 1967 will go down to a more normal level with an improved highway situation.

CANADIAN PACIFIC RAILWAY COMPANY ANALYSIS OF SUBURBAN TRAIN CARRIAGES MONTREAL-VAUDREUIL RIGAUD
AVERAGE DAILY CARRIAGES MONDAY THROUGH FRIDAY BASED ON SURVEY MADE
FROM MONDAY, OCTOBER 31 THROUGH FRIDAY NOVEMBER 4, 1966

EASTBOUND

INBOUND On Jt.	~ 7:40 RDC		~ 7:47		~ 7:54		~ 7:58		~ 8:04		~ 8:11		~ 8:18		~ 8:25		~ 8:32		~ 8:39		~ 8:46		~ 8:53		~ 9:00		~ 9:07		~ 9:14		~ 9:21		~ 9:28		~ 9:35		~ 9:42		~ 9:49		~ 9:56		~ 10:03		~ 10:10		~ 10:17		~ 10:24		~ 10:31		~ 10:38		~ 10:45		~ 10:52		~ 10:59		~ 11:06		~ 11:13		~ 11:20		~ 11:27		~ 11:34		~ 11:41		~ 11:48		~ 11:55		~ 12:02		~ 12:09		~ 12:16		~ 12:23		~ 12:30		~ 12:37		~ 12:44		~ 12:51		~ 12:58		~ 13:05		~ 13:12		~ 13:19		~ 13:26		~ 13:33		~ 13:40		~ 13:47		~ 13:54		~ 14:01		~ 14:08		~ 14:15		~ 14:22		~ 14:29		~ 14:36		~ 14:43		~ 14:50		~ 14:57		~ 15:04		~ 15:11		~ 15:18		~ 15:25		~ 15:32		~ 15:39		~ 15:46		~ 15:53		~ 16:00		~ 16:07		~ 16:14		~ 16:21		~ 16:28		~ 16:35		~ 16:42		~ 16:49		~ 16:56		~ 17:03		~ 17:10		~ 17:17		~ 17:24		~ 17:31		~ 17:38		~ 17:45		~ 17:52		~ 17:59		~ 18:06		~ 18:13		~ 18:20		~ 18:27		~ 18:34		~ 18:41		~ 18:48		~ 18:55		~ 19:02		~ 19:09		~ 19:16		~ 19:23		~ 19:30		~ 19:37		~ 19:44		~ 19:51		~ 19:58		~ 20:05		~ 20:12		~ 20:19		~ 20:26		~ 20:33		~ 20:40		~ 20:47		~ 20:54		~ 20:59		~ 21:04		~ 21:09		~ 21:14		~ 21:19		~ 21:24		~ 21:29		~ 21:34		~ 21:39		~ 21:44		~ 21:49		~ 21:54		~ 21:59		~ 22:04		~ 22:09		~ 22:14		~ 22:19		~ 22:24		~ 22:29		~ 22:34		~ 22:39		~ 22:44		~ 22:49		~ 22:54		~ 22:59		~ 23:04		~ 23:09		~ 23:14		~ 23:19		~ 23:24		~ 23:29		~ 23:34		~ 23:39		~ 23:44		~ 23:49		~ 23:54		~ 23:59		~ 24:04		~ 24:09		~ 24:14		~ 24:19		~ 24:24		~ 24:29		~ 24:34		~ 24:39		~ 24:44		~ 24:49		~ 24:54		~ 24:59		~ 25:04		~ 25:09		~ 25:14		~ 25:19		~ 25:24		~ 25:29		~ 25:34		~ 25:39		~ 25:44		~ 25:49		~ 25:54		~ 25:59		~ 26:04		~ 26:09		~ 26:14		~ 26:19		~ 26:24		~ 26:29		~ 26:34		~ 26:39		~ 26:44		~ 26:49		~ 26:54		~ 26:59		~ 27:04		~ 27:09		~ 27:14		~ 27:19		~ 27:24		~ 27:29		~ 27:34		~ 27:39		~ 27:44		~ 27:49		~ 27:54		~ 27:59		~ 28:04		~ 28:09		~ 28:14		~ 28:19		~ 28:24		~ 28:29		~ 28:34		~ 28:39		~ 28:44		~ 28:49		~ 28:54		~ 28:59		~ 29:04		~ 29:09		~ 29:14		~ 29:19		~ 29:24		~ 29:29		~ 29:34		~ 29:39		~ 29:44		~ 29:49		~ 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39:09		~ 39:14		~ 39:19		~ 39:24		~ 39:29		~ 39:34		~ 39:39		~ 39:44		~ 39:49		~ 39:54		~ 39:59		~ 40:04		~ 40:09		~ 40:14		~ 40:19		~ 40:24		~ 40:29		~ 40:34		~ 40:39		~ 40:44		~ 40:49		~ 40:54		~ 40:59		~ 41:04		~ 41:09		~ 41:14		~ 41:19		~ 41:24		~ 41:29		~ 41:34		~ 41:39		~ 41:44		~ 41:49		~ 41:54		~ 41:59		~ 42:04		~ 42:09		~ 42:14		~ 42:19		~ 42:24		~ 42:29		~ 42:34		~ 42:39		~ 42:44		~ 42:49		~ 42:54		~ 42:59		~ 43:04		~ 43:09		~ 43:14		~ 43:19		~ 43:24		~ 43:29		~ 43:34		~ 43:39		~ 43:44		~ 43:49		~ 43:54		~ 43:59		~ 44:04		~ 44:09		~ 44:14		~ 44:19		~ 44:24		~ 44:29		~ 44:34		~ 44:39		~ 44:44		~ 44:49		~ 44:54		~ 44:59		~ 45:04		~ 45:09		~ 45:14		~ 45:19		~ 45:24		~ 45:29		~ 45:34		~ 45:39		~ 45:44		~ 45:49		~ 45:54		~ 45:59		~ 46:04		~ 46:09		~ 46:14		~ 46:19		~ 46:24		~ 46:29		~ 46:34		~ 46:39		~ 46:44		~ 46:49		~ 46:54		~ 46:59		~ 47:04		~ 47:09		~ 47:14		~ 47:19		~ 47:24		~ 47:29		~ 47:34		~ 47:39		~ 47:44		~ 47:49		~ 47:54		~ 47:59		~ 48:04		~ 48:09		~ 48:14		~ 48:19		~ 48:24		~ 48:29		~ 48:34		~ 48:39		~ 48:44		~ 48:49		~ 48:54		~ 48:59		~ 49:04		~ 49:09		~ 49:14		~ 49:19		~ 49:24		~ 49:29		~ 49:34		~ 49:39		~ 49:44		~ 49:49		~ 49:54		~ 49:59		~ 50:04		~ 50:09		~ 50:14		~ 50:19		~ 50:24		~ 50:29		~ 50:34		~ 50:39		~ 50:44		~ 50:49		~ 50:54		~ 50:59		~ 51:04		~ 51:09		~ 51:14		~ 51:19		~ 51:24		~ 51:29		~ 51:34		~ 51:39		~ 51:44		~ 51:49		~ 51:54		~ 51:59		~ 52:04		~ 52:09		~ 52:14		~ 52:19		~ 52:24		~ 52:29		~ 52:34		~ 52:39		~ 52:44		~ 52:49		~ 52:54		~ 52:59		~ 53:04		~ 53:09		~ 53:14		~ 53:19		~ 53:24		~ 53:29		~ 53:34		~ 53:39		~ 53:44		~ 53:49		~ 53:54		~ 53:59		~ 54:04		~ 54:09		~ 54:14		~ 54:19		~ 54:24		~ 54:29		~ 54:34		~ 54:39		~ 54:44		~ 54:49		~ 54:54		~ 54:59		~ 55:04		~ 55:09		~ 55:14		~ 55:19		~ 55:24		~ 55:29		~ 55:34		~ 55:39		~ 55:44		~ 55:49		~ 55:54		~ 55:59		~ 56:04		~ 56:09		~ 56:14		~ 56:19		~ 56:24		~ 56:29		~ 56:34		~ 56:39		~ 56:44		~ 56:49		~ 56:54		~ 56:59		~ 57:04		~ 57:09		~ 57:14		~ 57:19		~ 57:24		~ 57:29		~ 57:34		~ 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66:54		~ 66:59		~ 67:04		~ 67:09		~ 67:14		~ 67:19		~ 67:24		~ 67:29		~ 67:34		~ 67:39		~ 67:44		~ 67:49		~ 67:54		~ 67:59		~ 68:04		~ 68:09		~ 68:14		~ 68:19		~ 68:24		~ 68:29		~ 68:34		~ 68:39		~ 68:44		~ 68:49		~ 68:54		~ 68:59		~ 69:04		~ 69:09		~ 69:14		~ 69:19		~ 69:24		~ 69:29		~ 69:34		~ 69:39		~ 69:44		~ 69:49		~ 69:54		~ 69:59		~ 70:04		~ 70:09		~ 70:14		~ 70:19		~ 70:24		~ 70:29		~ 70:34		~ 70:39		~ 70:44		~ 70:49		~ 70:54		~ 70:59		~ 71:04		~ 71:09		~ 71:14		~ 71:19		~ 71:24		~ 71:29		~ 71:34		~ 71:39		~ 71:44		~ 71:49		~ 71:54		~ 71:59		~ 72:04		~ 72:09		~ 72:14		~ 72:19		~ 72:24		~ 72:29		~ 72:34		~ 72:39		~ 72:44		~ 72:49		~ 72:54		~ 72:59		~ 73:04		~ 73:09		~ 73:14		~ 73:19		~ 73:24		~ 73:29		~ 73:34		~ 73:39		~ 73:44		~ 73:49		~ 73:54		~ 73:59		~ 74:04		~ 74:09		~ 74:14		~ 74:19		~ 74:24		~ 74:29		~ 74:34		~ 74:39		~ 74:44		~ 74:49		~ 74:54		~ 74:59		~ 75:04		~ 75:09		~ 75:14		~ 75:19		~ 75:24		~ 75:29		~ 75:34		~ 75:39		~ 75:44		~ 75:49		~ 75:54		~ 75:59		~ 76:04		~ 76:09		~ 76:14		~ 76:19		~ 76:24		~ 76:29		~ 76:34		~ 76:39		~ 76:44		~ 76:49		~ 76:54		~ 76:59		~ 77:04		~ 77:09		~ 77:14		~ 77:19		~ 77:24		~ 77:29		~ 77:34		~ 77:39		~ 77:44		~ 77:49		~ 77:54		~ 77:59		~ 78:04		~ 78:09		~ 78:14		~ 78:19		~ 78:24		~ 78:29		~ 78:34		~ 78:39		~ 78:44		~ 78:49		~ 78:54		~ 78:59		~ 79:04		~ 79:09		~ 79:14		~ 79:19		~ 79:24		~ 79:29		~ 79:34		~ 79:39		~ 79:44		~ 79:49		~ 79:54		~ 79:59		~ 80:04		~ 80	
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CANADIAN PACIFIC RAILWAY COMPANY ANALYSIS OF SUBURBAN TRAIN CARRIINGS MONTREAL-VAUDREUIL-RIGAUD
AVERAGE DAILY CARRIINGS MONDAY THROUGH FRIDAY BASED ON SURVEY MADE
FROM MONDAY, OCTOBER 31 THROUGH NOVEMBER 4, 1966

WESTBOUND

OUTBOUND Off at	≈ 7:43 RDC Lv. 7:40 AM Ar. Vaudreuil		≈ 7:43 RDC Lv. 12:15 PM Ar. Hudson		≈ 7:47 Lv. 4:10 PM Ar. Rigaud		≈ 7:45 RDC Lv. 4:37 PM Ar. St. Annes		≈ 7:51 Lv. 5:07 PM Ar. Mt. West		≈ 7:57 Lv. 5:19 PM Ar. Vaudreuil		≈ 7:57 Lv. 5:27 PM Ar. Vaudreuil		≈ 7:51 Lv. 5:50 PM Ar. Vaudreuil		≈ 7:51 RDC Lv. 6:35 PM Ar. Rigaud		≈ 7:55 RDC Lv. 6:45 PM Ar. Rigaud	
	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	
Westmount	2	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Montreal West	2	18	74	83	747	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sub-Total	4	25	79	90	863	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sortin	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lachine	1	5	31	23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Grovehill	3	13	50	44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dorval	10	11	54	61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pine Beach	1	13	53	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Strathmore	7	18	42	29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Valois	5	28	133	97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lakeside	—	8	28	24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cedar Park	2	20	55	54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pointe Claire	2	14	50	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Baconsfield	11	20	104	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Beaurepaire	—	10	37	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Baie d'Urfe	—	3	24	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Annes	40	18	39	36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brucy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ile Perrot	—	4	17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Vaudreuil	3	13	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Como	—	1	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hudson	—	13	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hudson Heights	—	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Alstonvale	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Choisy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dragon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Rigaud	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sub-Total	85	213	837	553	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Grand Total	89	238	916	643	863	1,101	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	1,087	

Number of Cars 6 3
Seating Capacity 477 248

SUMMARY

To Westmount and Montreal West
Beyond Montreal West
Total

1,828
7,029
8,857

Office of the General Passenger Traffic Manager,
Montreal, Que. — November 7, 1966.

Revenue

The commutation revenue of \$1,787,083 in Exhibit No. 9, Statement No. 2, includes \$1,227,921, being the actual revenues from the sale of commutation tickets in the 12 months ending June 1966, plus \$61,774 representing the difference between full fare and half fare for Canadian Pacific's employees, and \$153,782 representing gate collections at Westmount and Montreal West for the same period; also \$335,346 representing revenue from regular tickets and conductors' cash collections, based on actual revenues for the four months August and November, 1965, and March and June, 1966; revenues of \$5,060 for car advertising during that period; and \$3,200 representing an estimate of additional revenue that will accrue from fare increases for regular non-commutation tickets that became effective October 1, 1966.

Exhibit No. 8 shows commutation revenues for the same 12 months ending June 1966 in areas other than the Montreal-Rigaud area. They were \$92,514.75, made up of \$59,774.95 in the Montreal-Lasalle-Iberville-Farnham service and \$32,739.80 in the Montreal-Bordeaux-St. Therese-Mont Tremblant service.

Exhibit No. 5 shows consolidated revenue from commutation tickets, July 1, 1965, to June 30, 1966, and estimated revenue at the proposed fares in the Montreal-Rigaud service. Mr. Warren explained that, in estimating the revenue increase, no allowance was made for attrition (reduced carryings) in scholars' fares or in railway employees' reduced fares, but that attrition in other carryings between Rigaud and Montreal West is expected to be about 5%, except at Lachine where about 25% attrition is expected. He said that carryings at Lachine had increased greatly due to the price advantage of commutation fares over express bus fares and because of highway conditions, and he estimated that, even after allowing for a reduction of 25% in Lachine traffic, the Lachine traffic would still be twice what it was in 1963-64. I shall comment later herein respecting the expected attrition.

Explanations of Expenses

Exhibit No. 9, Statement No. 2, already reproduced, shows Canadian Pacific's variable cost estimates based on the period July 1965-June 1966, using present equipment. As already stated also, the cost estimates reflect wage levels to be in effect at the end of the agreements prevailing in June 1966, and the recent 18% wage increase.

Exhibit No. 12, Statement No. 4, next, shows a comparison of the cost items as per Exhibit No. 12 filed by the Company in the 1963 case per Exhibit No. 9, Statement No. 2, referred to above.

CANADIAN PACIFIC RAILWAY COMPANY

Cost Comparisons of the Montreal-Vaudreuil-Rigaud Suburban Services

	As per Exhibit #12 filed in June 1963 proceedings	As per Statement #2 in present proceedings	Differ- ence
Variable Cost			
Wages of train and engine crews	\$ 293,967	\$ 372,854	\$ 78,887
Fuel and water	58,661	86,132	27,471
Enginehouse expenses, lubricants and other supplies	28,168	64,997	36,829
Train supplies and expenses	211,154	279,216	68,062
Terminal switching expenses	37,626	41,215	3,589
Station employees and expenses	39,403	49,958	10,555
Cost of printing tickets	1,762	1,964	202
Equipment repairs — Locomotives	25,807	57,630	31,823
— Passenger cars	233,570	319,914	86,344
Equipment depreciation—Locomotives	62,006	66,287	4,281
—Passenger cars	245,835	309,320	63,485
Road maintenance	51,989	35,481	(16,508)
Other transportation and maintenance expenses	16,544	24,340	7,796
Total operating cost	<u>\$1,306,492</u>	<u>\$1,709,308</u>	<u>\$402,816</u>
Estimated terminal cost of 18% wage increase		182,888	182,888
Estimated cost of 3% increase in material prices		9,159	9,159
	<u>\$1,306,492</u>	<u>\$1,901,355</u>	<u>\$594,863</u>
Cost of Money: Locomotives	74,230	91,443	17,213
Passenger cars	363,415	419,505	56,090
Road	18,649	29,403	10,754
	<u>\$1,762,786</u>	<u>\$2,441,706</u>	<u>\$678,920</u>

Montreal, November 9, 1966

The Company's cost witness stated that the variable cost figures represented the cost which, given a reasonable period of time, would be eliminated if the Montreal-Rigaud services were not provided. I will comment hereunder on the sixteen items or categories of cost which are listed in the preceding Exhibit No. 12. I will refer to the second column which shows the 1966 estimates and for many of the items I will also refer to the corresponding 1963 figures which appear in the first column. Where necessary I will comment on the variable cost concept and on the method of costing.

1. Wages of Train and Engine Crews – \$372,854

The wages figure of \$372,854 is the actual wages paid to the crews during the 12 months ending June 30, 1966, adjusted to reflect wage levels to be in effect at the end of the contract agreements prevailing in June 1966, but not the 18% increase.

During the three-year period from 1963 to 1966, there was an increase of 27% in the total wages paid to engineers, firemen, motormen, conductors, assistant conductors and brakemen. About \$17,000, or some 6%, was due to higher labour costs under new Union agreements, while the balance of the increase was for additional crew assignments. This was in line with providing additional commutation service which required two more trains, one more diesel unit and seven more train crew. The seven additional crew members were one engineer, one fireman, one conductor, two assistant conductors and two trainmen.

I am satisfied that these are actual wage costs adjusted to reflect the wage levels at the end of the contract agreements in effect in June, 1966. They do not include the 18% wage increase, which appears later as a separate item.

2. Fuel and Water – \$86,132

12 months ended April 30, 1963	\$58,661
12 months ended June 30, 1966	<u>86,132</u>
An increase of	<u>\$27,471</u>

The estimate for fuel and water in Exhibit No. 12 for 1963 was higher by \$10,551, since it had included fuel used to generate steam for heating cars while the locomotives were standing at Rigaud and Vaudreuil during week-ends. This is properly chargeable to train supplies and expenses (heating) and for comparative purposes it was transferred to that category of expense.

In preparing the 1963 estimate, fuel consumption was estimated at 1.8 gallons per diesel electric unit mile, this being somewhat higher than the System average consumption of 1.5 gallons.

In 1966 tests were made during the months of January and June in order to determine the actual fuel consumption of the engines in suburban service. The consumption was found to be 3.1 gallons per diesel electric unit mile in June and 5.9 gallons in January. A figure of 3 gallons per mile was used to estimate the consumption of the diesel electric units for the 12 months ended June 30, 1966. A figure of 0.7 gallons per car mile was used for the rail diesel car operation.

The total gallons for 12 months ended June 30, 1966, were 657,852. If the same average of 3 gallons per mile is applied to the 1963 unit miles, the total gallons were 569,163. The increase in fuel consumed was about 16%, which is in line with the increase in passenger car miles.

During the three-year period the price of fuel dropped slightly, being 0.5 cents per gallon less in 1966. The cost of water was estimated on the basis of System water to fuel expense, the water being 0.87% of the fuel cost. This amounted to \$743 for the 12 months ended June 30, 1966. I find the fuel and water estimates to be reasonable.

3. Enginehouse Expenses, Lubricants and Other Supplies

12 months ended April 30, 1963	\$28,168
12 months ended June 30, 1966	<u>64,997</u>
An increase of	<u>\$36,829</u>

The above increase is more than 100%. The Company cost witness explained that in 1963 it would have been possible to eliminate only one labourer if the commutation service were not operated. This was on an avoidable cost basis where only complete persons are counted and fractions of persons are excluded, i.e., no costs were included for employees who spent a part of their time in commutation service and a part of their time on other services. This applied to engine-cleaning employees at the St. Luc yard and at the Glen yard.

Since 1963 there have been changes in the passenger service including discontinuance of "The Dominion" and the Montreal-Toronto passenger services. There have also been organizational changes at the St. Luc and Glen yards, including the centralization of engine cleaning. As a result the Company now estimates that nine Enginehouse Labourers could be eliminated if the commutation service were not operated. This is an increase over 1963 of eight labourers with wages amounting to about \$31,400. The balance of the increase, additional to cleaning, was about \$5,400 which is 20% above 1963. This is in line with the increase of 20% in locomotives assigned to the service, i.e., six in lieu of five.

The Board was not satisfied that enginehouse expenses of \$64,997 should be allocated to the commutation service and directed an inspector of motive power to further investigate the matter. Extracts from his report follow:

"On December 14, 15 and 16, 1966, the operation of diesel powered commuter train between Montreal and Vaudreuil and the shop procedures performed on the motive power units concerned were observed.

Six road or road switcher units are required to handle these trains and one diesel-electric switcher unit is used to switch out bad order commuter cars and to return drafts of cars to Windsor station after same have been serviced at the Glen. Road motive power used in commuter service is made up of MLW 1600 horsepower road or road switcher units, and GM 1500, 1750 and 2250 horsepower units during the winter months. During the summer months, in addition to the classes of motive power outlined above, MLW 1800 horsepower road switcher units are also used. (MLW 1800 horsepower roadswitcher units are not equipped with steam generators). Three 1000 horsepower MLW switcher units (7034, 7041 and 7086) are assigned to Glen Shops for passenger and associated work. These units are assigned as shown in Table A.

TABLE A

Assignment	Duties	Shift Hours
1	Switching cripples & making up trains	8.00 am — 4.00 pm
2	" " " " " "	9.00 am — 5.00 pm
3	" " " " " "	4.00 pm — 11.59 pm
4	" " " " " "	4.00 pm — 11.59 pm
5	" " " " " "	11.59 pm — 7.59 am
6	Switching — freight work	11.59 pm — 7.59 am

Motive power units handling commuter trains back their consists from Windsor station to the Glen after passengers have been disembarked. On arrival of commuter coaches at Glen Yard, if there are no cripples, coaches are not touched by yard engines until they are taken back to Windsor station in time for the evening commuter trains. When repairs to commuter cars are required, the necessary switching moves are made by one of the switcher units assigned to the Glen. Motive power units for outgoing commuter trains usually leave the Glen shops one-half hour before the trains they are to handle are due to leave Windsor station."

"In general, motive power units for trains leaving Windsor station are dispatched from the Glen and all motive power units arriving at Windsor station go to the Glen. At the Glen, those units not due for a mileage inspection or requiring heavy repairs are serviced (fuel, water and supplies where required) and cleaned and given a trip inspection by men from the boilermaker, machinist and electrician trades. Units requiring heavy repairs or which are due for mileage inspections are sent to St. Luc. Monthly inspections are performed on the three Glen based switcher units at St. Luc; running repairs and cleaning are performed by Glen maintenance forces on these units as required.

Diesel units assigned to commuter service remain at the Glen between trips. They are not used on other assignments during this period as, in general, insufficient time is available.

Commuter trains which spend the night at Rigaud are heated by the steam generators on their motive power units. A steam generator mounted on a flat car is available at Vaudreuil for heating some of the car equipment and the remainder of this equipment is heated by the steam generator on the motive power unit of train 291 on its arrival at that point, at approximately 7.05 pm.

The amount of fuel required to fill the fuel tanks of the diesel-electric units handling outgoing commuter trains December 14 and incoming commuter trains December 15, 1966, the number of miles travelled and the amount of lay-over time for each unit at either Rigaud or Vaudreuil are shown in Table I." (Table not reproduced here)

"On arrival at the Glen, commuter train motive power units are sanded and fuelled. During this time an incoming trip inspection is made by the boilermaker. Units are then placed in shop where same are cleaned, boilermaker fills steam generator water tanks and makes any necessary repairs while the machinist and electrician make their trip inspections. When trip inspections and running repairs have been made and cleaning of units has been completed the units are placed outside shop and, prior to their leaving for Windsor station, the steam generators on same are started up by the boilermaker."

On the basis of the conclusions reached by our inspector, and for purposes of rate making in this case, I will allow the wages of six labourers in lieu of nine claimed by Canadian Pacific. I will allow 50% of the wages of one Boilermaker, one Machinist, one Machinist Helper and one Electrician, the remaining 50% to be charged to other services. I will allow depreciation and cost of money on one-third rather than a full diesel switcher.

The adjustments other than the wages of labourers will be made in items of expense yet to be considered in this Judgment. The reduction that I will make in the item enginehouse expense is \$13,000.

4. Train Supplies and Expenses – \$279,216

12 months ended April 30, 1963	\$211,154
12 months ended June 30, 1966	279,216
An increase of	<u>\$ 68,062</u>

The major item in this expense category is the cleaning of cars, which amounted to \$211,064, or about 75% of the total of \$279,216. Car cleaning expense was divided between labour and material. The labour was \$193,449 vis-à-vis \$153,508 in 1963. Labour is the wages of employees not required if the service were not operated. There is an increase of 26%, which is somewhat higher than the percentage increase in wage rates and in the number of cars.

The estimate for material is based on a System ratio and shows a much higher increase. It was up from \$9,968 to \$17,615, an increase of 77%. For the purposes of this Judgment I have made a disallowance of \$8,500 in the cost of labour and material for car cleaning.

The second largest item is heating of cars at Windsor Station, the Glen yard and at Vaudreuil and Rigaud on week-ends. The estimate for 1966 was \$38,581 vis-à-vis \$26,960 in 1963, up 43%. A part of this increase is due to higher wages and a part is due to extra cars. There is also some increase associated with the fact that commutation service now represents a considerably larger portion of the total passenger service in the Montreal area. I consider, however, that the increase is high in relation to the additional service and I have disallowed \$4,000 in the cost of heating cars.

In the case of lighting, the 1966 estimate was \$20,538 vis-à-vis \$13,842 in 1963, an increase of 49%. The increase in material was 20%, while the increase in labour was 57%. The higher increase in labour was due to the fact that an additional electrician's helper, wages about \$5,000, could now be eliminated if the suburban service was not operated. I am satisfied that this extra employee's services could be saved.

For icing and watering, the increase from 1963 to 1966 was estimated to be \$651, or 51%, based on System average cost per passenger car mile. For lubricating and other expenses, the increase was \$1,506, or 27%, also based on System average cost. I am not satisfied that the increase in these two items should be this much, and I have made a disallowance of \$500.

The total disallowances, in the category train supplies and expenses, amount to \$13,000.

5. Terminal Switching Expenses – \$41,215

12 months ended April 30, 1963	\$37,626
12 months ended June 30, 1966	<u>41,215</u>
An increase of	<u>\$ 3,589</u>

This estimate is based on the Glen yard average multiplied by the avoidable yard engine hours. I am satisfied that this increase is generally in line with the increase in wage rates.

6. Station Employees and Expenses – \$49,958

12 months ended April 30, 1963	\$39,403
12 months ended June 30, 1966	<u>49,958</u>
An increase of	<u>\$10,555</u>

I am satisfied that this estimate represents a potential saving in the salaries of station employees and in fuel and electricity costs.

7. Cost of Printing Tickets – \$1,964

12 months ended April 30, 1963	\$ 1,762
12 months ended June 30, 1966	<u>1,964</u>
An increase of	<u>\$ 202</u>

This reflects an increase in the cost of printing commuter tickets and the buying of more 10-trip tickets. I have made no adjustment in this estimate.

8. Locomotive Repairs – \$57,630

12 months ended April 30, 1963	\$25,807
12 months ended June 30, 1966	<u>57,630</u>
An increase of	<u>\$31,823</u>

The increased potential savings in locomotive repairs is more than double the 1963 estimate. This is due, in part, to higher wages and material prices. It also reflects one additional road locomotive assigned to the suburban service. Most of the increase, however, is due to the anticipated saving of the salaries of two more employees.

In 1963 the Company estimated that the wages of a machinist and a machinist's helper could be eliminated at the Glen shops if commutation service were not operated. For 1966 the estimate also includes the wages of a boilermaker and an electrician, resulting in a labour increase of \$12,000. The estimate for material was also increased, being about \$13,000 higher. The material estimate is based on a System ratio of material to labour.

The evidence has not satisfied me that the potential saving is as high as estimated and, as stated in the section on Enginehouse Expenses, I will allow 50% of the labour cost for one boilermaker, one machinist, one machinist helper, one electrician and part of the material expenses. I have disallowed a total of \$25,000 in this estimate.

9. Passenger Car Repairs – \$319,914

12 months ended April 30, 1963	\$233,570
12 months ended June 30, 1966	319,914
An increase of	<u>\$ 86,344</u>

Some of the increase in this estimate is due to higher wages and prices, and some is due to additional equipment, i.e., 1 more R.D.C. unit and 8 more steel coaches. The annual cost of shopping the R.D.C. units and the 40 B coaches has declined about 20%. Although this is offset in part by higher expenditures on running repairs, the major increase in car repairs is in the cost of shopping the 24 steel coaches.

The 24 steel coaches are old cars which require reconditioning in order to continue in operation. The average annual cost of reconditioning, when spread over a five-year period, is \$93,000 per annum, or about \$3,900 per car. This compares with about \$1,600 per car for light repairs in 1963.

Exhibit No. 9, Statement No. 3, showed that if the 24 steel coaches were replaced by new "Push-Pull" commuter cars, the cost of car repairs would drop by \$78,696 per annum, although depreciation would increase by \$31,406, and the cost of other items would also change. The Company estimate is that substitution of Push-Pull equipment for the 24 steel coaches could effect a net reduction in variable costs of \$200,000 per annum before considering cost of money.

Use of Push-Pull equipment would increase cost of money by \$188,348, mainly because of the heavier investment in passenger cars. Exhibit No. 9, Statement No. 3, shows that when the cost of money at 11.4% is included there is an over-all net reduction of about \$11,539 per annum. If, however, 6% were substituted for 11.4% in estimating the cost of money, the increase in cost of money would be only \$99,130, and the net reduction from use of Push-Pull equipment would be \$100,757 in lieu of \$11,539.

I have considered the aforementioned factors and I am not satisfied that it would be proper for rate-making purposes to allow, in the variable cost of commutation service, the full amount of \$93,000 per annum over a five-year period for reconditioning, as representing the annual shop repairs for 24 coaches. I have, for purposes of this Judgment, reduced the estimate by \$50,000.

10. Depreciation on Locomotives – \$66,287

12 months ended April 30, 1963	\$62,006
12 months ended June 30, 1966	66,287
An increase of	<u>\$ 4,281</u>

The 1966 estimate includes depreciation on 6 road units and 1 yard switcher assigned to the commutation service. As noted in the section on Enginehouse Expenses, I will, for rate-making purposes, allow depreciation on one-third rather than a full yard switcher. I have made a disallowance of \$3,000 in depreciation on locomotives.

11. Depreciation on Passenger Cars – \$309,320

12 months ended April 30, 1963	\$245,835
12 months ended June 30, 1966	309,320
An increase of	<u>\$ 63,485</u>

I am satisfied that the increase of 26% in depreciation on passenger cars is in line with the increase in the passenger car investment and the rate of depreciation approved by the Board.

In considering depreciation I have taken note of a common impression expressed at Board hearings including the recent commutation hearing, that no allowance should be made in rates to cover depreciation on cars which have exceeded the average service life. It is said that they are fully depreciated and that no further depreciation charge should be made. There are two reasons why this is not done.

First, there is the fact that in a company such as a railway where there are numerous assets of the same kind, such assets are "grouped" for depreciation purposes. All the passenger cars are in one group, service life and salvage studies being made for the group as a whole. Some of the cars in this large group are retired before reaching the average service life of the group, e.g., the cars which are involved in accidents. There are other cars which remain in service beyond the average service life of the group.

When the short-lived cars are retired, depreciation accruals cease in respect of those particular cars since they are written out of the investment account. The balance of depreciation on short-lived cars must be recovered by charges against the long-lived cars, the investment in which remains on the books of the company. This is the nature of group depreciation and no other system would be as fair from the standpoint of proper railway accounting.

Second, commutation fares are not made only for the present, but they also apply to future users of commutation service. It would not be fair to

charge the users of one period higher depreciation on cars which were approaching the end of the group average service life but were still fit for a few more years' use and then cease depreciation charges and allow users of the last few years to ride free of depreciation. When commutation fares are filed it is normally intended that they will remain in effect for all users of the service until there is a general change in the relationship between revenues and expenses.

12. Road Maintenance – \$35,481

12 months ended April 30, 1963	\$51,989
12 months ended June 30, 1966	<u>35,481</u>
A decrease of	<u>\$16,508</u>

In the 1963 case the Board was not satisfied that the full amount of the estimate for road maintenance should be charged against the commutation service, and it made a reduction of \$6,000 for purposes of the Judgment. The variability and cost factors developed in regression analysis now indicate a further reduction to the level of \$35,481, which amount I have accepted for the purposes of this Judgment.

13. Other Transportation and Maintenance Expenses – \$24,340

12 months ended April 30, 1963	\$16,544
12 months ended June 30, 1966	<u>24,340</u>
An increase of	<u>\$ 7,796</u>

These other expenses are allowances for the variable portion of expense items not specifically provided for in the preceding expense categories. They include such items as superintendence, stationery, insurance, damage to property, shop and power plant machinery repairs and injuries to persons. In making these allowances, System expense ratios are applied to the sub-urban service.

It is difficult to support the above type of estimate by reference to specific saveable expenses. The onus is, however, upon the company to satisfy the Board that the saving could be made if commutation service were not operated.

I am not satisfied that \$24,340 may not be high for this category of expense, and I have reduced the estimate by \$4,000 for purposes of this Judgment.

14. Estimated Terminal Cost of

18% Wage Increase – \$182,888

15. 3% Increase in Material Prices 9,159

\$192,047

The previous disallowances in expense items, other than depreciation on locomotives, involve reductions in labour or material expense or in both. These reductions in respect of labour and material will result in a \$14,000 disallowance in the estimated terminal cost of the 18% wage increase and an \$800 disallowance in the 3% material prices increase.

16. Cost of Money – \$540,351

The cost of money is calculated by applying a rate of 11.4%, which is the long term cost of money to the Canadian Pacific enterprise including provision for income tax, to the net depreciated value of the investment as shown hereunder:

	Net Depreciated Value	Cost of Money 11.4%
6 road diesels	\$ 721,566	\$ 82,259
1 yard switcher	80,558	9,184
40 "B" coaches	2,196,119	250,358
24 steel coaches	—	—
11 R.D.C. units	1,483,746	169,147
Road Property	257,919	29,403
	<u>\$4,739,908</u>	<u>\$540,351</u>

In the 1963 case the Board allowed an amount for cost of money based on an interest rate of 5% in lieu of 11.4%. Since then the cost of capital has risen and I consider it reasonable at this time to apply an interest rate of 6% in lieu of 11.4%.

I have reduced the net depreciated value in respect of two-thirds of a yard switcher and applied an interest rate of 6%, resulting in a disallowance of some \$259,000 in the item cost of money.

The total of the disallowances which I have made is \$381,800, which reduces the variable cost for purposes of this Judgment from \$2,441,706 to \$2,059,906.

Fare Structure

The present fares and those proposed by Canadian Pacific for the Montreal-Rigaud services are shown in Exhibits Nos. 2, 3, 4A, 4B and 4C, reproduced in that sequence.

CANADIAN PACIFIC RAILWAY COMPANY
DETAILS OF PROPOSED COMMUTATION FARES MONTREAL-RIGAUD

MILES	BETWEEN MONTREAL AND	GENERAL PUBLIC						SCHOLARS					
		10-TRIP TICKETS			40-TRIP TICKETS			40-TRIP TICKETS			40-TRIP TICKETS		
		Present Fare	Increase		Present Fare	Increase		Present Fare	Increase		Present Fare	Increase	
			Per Ride	Total		Per Ride	Total		Per Ride	Total		Per Ride	Total
		\$	¢	\$	\$	¢	\$	\$	¢	\$	\$	¢	\$
2.0	Westmount....	---	---	---	---	---	---	11.00	---	---	5.95	---	5.95
4.7	Montreal West..	---	---	---	11.30	---	2.00	13.30	17.7	1.3.4	5.95	1.3.4	6.65
6.1	Sartin.....	---	---	---	11.90	---	---	13.90	16.8	2.1.2	5.95	1.00	6.95
7.6	Lachine	3.50	5	.50	4.00	14.2	11.90	15.90	33.6	5.95	7.95	---	33.6
8.0	Grovehill	3.50	---	---	4.00	14.2	11.90	15.90	33.6	5.95	7.95	---	33.6
9.5	Dorval.....	3.50	10	1.00	4.50	28.6	---	16.10	33.1	6.05	8.05	---	33.1
10.7	Pine Beach ..	3.80	---	---	5.05	32.9	13.10	18.10	38.2	6.55	9.05	---	38.2
11.4	Strathmore....	4.10	---	---	5.35	30.5	14.10	19.10	35.5	7.05	9.35	---	35.5
12.0	Valois	4.10	---	---	5.35	30.5	14.10	19.10	35.5	7.05	9.35	---	35.5
12.6	Lakeside	4.40	12	1.25	5.65	28.4	15.10	20.10	33.1	7.55	10.05	---	33.1
13.4	Cedar Park ..	4.70	---	---	5.95	26.6	16.15	22.15	37.2	8.05	11.10	---	37.9
13.9	Pointe Claire .	4.70	---	---	5.95	26.6	16.15	22.15	37.2	8.05	11.10	---	37.9
14.9	Beaconsfield .	5.00	---	---	6.25	25.0	17.05	23.05	35.2	8.50	11.55	---	35.9
16.8	Beaurepaire ..	5.60	---	---	7.10	26.8	19.10	25.10	31.4	9.55	12.55	---	31.4
18.5	Baie d'Urfe ..	6.20	---	---	7.70	24.2	21.10	27.10	28.4	10.55	13.55	---	28.4
20.3	Ste. Annes....	6.80	---	---	8.30	22.1	23.15	29.15	25.9	11.55	14.60	---	26.4
21.3	Brucy	7.10	15	1.50	8.60	21.1	24.15	30.15	24.8	12.05	15.10	---	25.3
22.9	Ile Perrot	7.40	---	---	8.90	20.3	25.15	31.15	23.9	12.55	15.60	---	24.3
23.6	(Terrace)....	7.70	---	---	9.20	19.5	26.25	32.25	22.9	13.10	16.15	---	23.3
23.6	Vaudreuil	7.70	---	---	9.20	19.5	26.25	32.25	22.9	13.10	16.15	---	23.3
29.9	Como	9.50	---	---	11.50	21.1	32.25	37.25	15.5	16.10	18.65	---	15.8
32.0	Hudson	10.40	---	---	12.10	16.3	35.20	39.25	11.5	17.60	19.65	---	11.6
32.6	Hudson Heights	10.40	---	---	12.10	16.3	35.20	40.20	14.2	17.60	19.65	---	14.2
34.2	Alstonvale ...	11.00	20	2.00	13.00	18.2	37.20	42.20	13.4	18.60	21.10	---	13.4
36.0	Choisy	11.60	---	---	13.30	14.7	39.30	43.30	10.2	19.65	21.65	---	10.2
37.8	Dragon	11.90	---	---	13.90	16.8	40.40	45.40	12.4	20.20	22.70	---	12.4
40.1	Rigaud	12.80	---	---	14.80	15.6	43.35	48.35	11.5	21.65	24.20	---	11.8

■ - Reflects change in mileages.

Δ - Represents 40¢ cash fare -- No reduction for 10- Trip Ticket.

- Based on proposed fare at Montreal West subject to increase in minimum fare from 30¢ to 35¢ subject to approval of Board of Transport Commissioners for Canada

Passenger Tariff Bureau
Montreal, Quebec,
October 31, 1966.

**CANADIAN PACIFIC RAILWAY COMPANY
BREAKDOWN OF CASH FARE AT WESTMOUNT AND MONTREAL WEST**

MILES	BETWEEN MONTREAL AND	PRESENT BASIS		PROPOSED BASIS		Montreal Transportation Commission Express Bus Fare
		Individual Cash Fare	Yield Per Mile	Individual Cash Fare	Yield Per Mile	
2	Westmount	30¢	15¢	30¢	15¢	40¢
5	Montreal West	30¢	6¢	35¢	7¢	40¢

Passenger Tariff Bureau
Montreal, Quebec
November 9, 1966

**CANADIAN PACIFIC RAILWAY COMPANY BREAKDOWN OF
10-TRIP COMMUTATION FARES MONTREAL-RIGAUD**

MILES	BETWEEN MONTREAL AND	PRESENT BASIS			PROPOSED BASIS			INDIVIDUAL CASH FARE (5¢ Per Mile)	PROVINCIAL TRANSPORT	
		Fare	Rate Per Trip	Yield Per Mile	Fare	Rate Per Trip	Yield Per Mile		12-Trip Ticket Fare	Rate Per Trip
		\$	\$	¢	\$	\$	¢	\$	\$	\$
2	Westmount....	NOT ON SALE								x.40
5	Montreal West.	NOT ON SALE								x.40
7	Sortin.....	NOT ON SALE								---
8	Lachine.....	3.50	.35	4.375	Δ 4.00	.40	5			x.45
8	Grovehill	3.50	.35	4.375	Δ 4.00	.40	5			---
10	Dorval	3.50	.35	3.5	4.50	.45	4.5	.50	5.80	.48 1/3
11	Pine Beach...	3.80	.38	3.45	5.05	.50 1/2	4.59	.55	---	---
12	Strathmore....	4.10	.41	3.42	5.35	.53 1/2	4.46	.60	5.80	.48 1/3
12	Valois	4.10	.41	3.42	5.35	.53 1/2	4.46	.60	6.25	.52
13	Lakeside	4.40	.44	3.38	5.65	.56 1/2	4.35	.65	6.25	.52
14	Cedar Park ...	4.70	.47	3.36	5.95	.59 1/2	4.25	.70	---	---
14	Pointe Claire ..	4.70	.47	3.36	5.95	.59 1/2	4.25	.70	6.75	.56 1/4
15	Beaconsfield..	5.00	.50	3.33	6.25	.62 1/2	4.17	.75	7.20	.60
17	Beaurepaire ..	5.60	.56	3.29	7.10	.71	4.18	.85	7.70	.64 1/6
19	Baie d'Urfe...	6.20	.62	3.26	7.70	.77	4.05	.95	8.20	.68 1/3
21	Ste. Annes....	6.80	.68	3.24	8.30	.83	3.95	1.05	8.65	.72 1/12
22	Brucy.....	7.10	.71	3.23	8.60	.86	3.91	1.10	---	---
23	Ile Perrot (Terrace) ..	7.40	.74	3.22	8.90	.89	3.87	1.15	8.65	.72 1/12
24	Vaudreuil.....	7.70	.77	3.21	9.20	.92	3.83	1.20	9.15	.76 1/4
30	Como	9.50	.95	3.17	11.50	1.15	3.83	1.50	11.55	.96 1/4
32	Hudson■	10.40	1.04	3.15	12.10	1.21	3.78	1.60	12.00	1.00
								Exc. F-S F-S		
33	Hudson Heights	10.40	1.04	3.15	12.40	1.24	3.76	\$ 1.60 \$ 1.65	12.00	1.00
								Y4.84¢ Y5¢		
35	Alstonvale ...	11.00	1.10	3.14	13.00	1.30	3.71	1.65 1.75	---	---
								Y4.71¢ Y5¢		
36	Choisy.....■	11.60	1.16	3.14	13.30	1.33	3.69	1.65 1.75	13.45	1.12 1/12
								Y4.58¢ Y4.86¢		
38	Dragon	11.90	1.19	3.13	13.90	1.39	3.66	1.70 1.85	13.95	1.16 1/4
								Y4.47¢ Y4.87¢		
41	Rigaud	12.80	1.28	3.12	14.80	1.48	3.61	1.75 1.95	14.40	1.20
								Y4.27¢ Y4.76¢		

NOTE: CanPac 10-Trip tickets limited to 3 months.

Provincial Transport 12-Trip tickets limited to 1 month.

Y - Yield per mile.

Δ - Represents 40¢ cash fare at 5¢ per mile.

■ - Reflects change in mileage.

x - Montreal Transportation Commission Express Bus Fare.

Passenger Tariff Bureau
Montreal, Quebec
October 31, 1966

**CANADIAN PACIFIC RAILWAY COMPANY BREAKDOWN OF 40-TRIP
COMMUTATION FARES MONTREAL-RIGAUD**

MILES	BETWEEN MONTREAL AND	PRESENT BASIS			PROPOSED BASIS			INDIVIDUAL CASH FARE (5¢ Per Mile)	PROVINCIAL TRANSPORT		
		Fare	Rate Per Trip	Yield Per Mile	Fare	Rate Per Trip	Yield Per Mile		20-Trip Ticket Fare	Rate Per Trip	
		\$	\$	¢	\$	\$	¢	\$	\$	\$	
2	Westmount.....	11.00	.27 1/2	13.75	11.00	.27 1/2	13.75	† .30	---	x.40	
5	Montreal West..	11.30	.28 1/4	5.65	#13.30	.33 1/4	6.65	# .35	---	x.40	
7	Sortin.....	11.90	.29 3/4	4.25	13.90	.34 3/4	4.9645	.35	---	---	
8	Lachine.....	11.90	.29 3/4	3.71875	15.90	.39 3/4	4.96875	.40	---	x.45	
8	Grovehill.....	11.90	.29 3/4	3.71875	15.90	.39 3/4	4.96875	.40	---	---	
10	Dorval.....	12.10	.30 1/4	3.025	16.10	.40 1/4	4.025	.50	7.40	.37	
11	Pine Beach....	13.10	.32 3/4	2.98	18.10	.45 1/4	4.11	.55	---	---	
12	Strathmore....	14.10	.35 1/4	2.9375	19.10	.47 3/4	3.98	.60	7.45	.37 1/4	
12	Valois.....	14.10	.35 1/4	2.9375	19.10	.47 3/4	3.98	.60	7.80	.39	
13	Lakeside.....	15.10	.37 3/4	2.9	20.10	.50 1/4	3.87	.65	8.00	.40	
14	Cedar Park ...	16.15	.40 3/8	2.88	22.15	.55 3/8	3.96	.70	---	---	
14	Pointe Claire..	16.15	.40 3/8	2.88	22.15	.55 3/8	3.96	.70	8.45	.42 1/4	
15	Beaconsfield ..	17.05	.42 5/8	2.84	23.05	.57 5/8	3.84	.75	8.70	.43 1/2	
17	Beaurepaire....	19.10	.47 3/4	2.81	25.10	.62 3/4	3.69	.85	9.00	.45	
19	Baie d'Urfe....	21.10	.52 3/4	2.78	27.10	.67 3/4	3.57	.95	9.60	.48	
21	Ste. Annes	23.15	.57 7/8	2.76	29.15	.72 7/8	3.47	1.05	10.10	.50 1/2	
22	Brucy.....	24.15	.60 3/8	2.74	30.15	.75 3/8	3.43	1.10	---	---	
23	Ile Perrot (Terrace)....	25.15	.62 7/8	2.73	31.15	.77 7/8	3.39	1.15	10.25	.51 1/4	
24	Vaudreuil.....	26.25	.65 5/8	2.73	32.25	.80 5/8	3.36	1.20	10.75	.53 3/4	
30	Como.....	32.25	.80 5/8	2.69	37.25	.93 1/8	3.10	1.50	13.10	.65 1/2	
32	Hudson ■	35.20	.88	2.66	39.25	.98 1/8	3.07	1.60	13.50	.67 1/2	
								Exc. F-S	F-S		
								\$	\$		
33	Hudson Heights	35.20	.88	2.66	40.20	1.00 1/2	3.05	1.60	1.65	13.70	.68 1/2
								Y4.85¢	Y5¢		
35	Alstonvale	37.20	.93	2.66	42.20	1.05 1/2	3.01	1.65	1.75	---	---
								Y4.71¢	Y5¢		
36	Choisy..... ■	39.30	.98 1/4	2.66	43.30	1.08 1/4	3.01	1.65	1.75	14.70	.73 1/2
								Y4.58¢	Y4.86¢		
38	Dragon.....	40.40	1.01	2.66	45.40	1.13 1/2	2.99	1.70	1.85	15.45	.77 1/4
								Y4.47¢	Y4.87¢		
41	Rigaud.....	43.35	1.08 3/8	2.64	48.35	1.20 7/8	2.95	1.75	1.95	16.30	.81 1/2
								Y4.27¢	Y4.76¢		

- Proposed fare at Montreal West subject to increase in minimum fare from 30¢ to 35¢ subject to Approval of Board of Transport Commissioners for Canada.

■ - Reflects change in mileage. † - Minimum fare.

Y - Yield per mile.

x - Montreal Transportation Commission Express Bus Fare.

NOTE: Canadian Pacific 40-trip tickets limited to 32 days.

Provincial Transport 20-trip tickets limited to 14 working days.

Passenger Tariff Bureau
Montreal, Quebec
October 31, 1966

**CANADIAN PACIFIC RAILWAY COMPANY BREAKDOWN OF 40-TRIP
SCHOLARS COMMUTATION FARES MONTREAL-RIGAUD**

MILES	BETWEEN MONTREAL AND	PRESENT BASIS			PROPOSED BASIS			PROVINCIAL TRANSPORT	
		Fare	Rate Per Trip	Yield Per Mile	Fare	Rate Per Trip	Yield Per Mile	20-Trip Ticket Fare	Rate Per Trip
		\$	\$	¢	\$	\$	¢	\$	\$
2	Westmount	5.95	14 7/8	7.4375	5.95	14 7/8	7.4375	---	x 22
5	Montreal West	5.95	14 7/8	2.975	# 6.65	16 5/8	3.325	---	x 22
7	Sortin	5.95	14 7/8	2.125	6.95	17 3/8	2.48	---	---
8	Lachine	5.95	14 7/8	1.86	7.95	19 7/8	2.48	---	x 27
8	Grovehill	5.95	14 7/8	1.86	7.95	19 7/8	2.48	---	---
10	Dorval	6.05	15 1/8	1.5125	8.05	20 1/8	2.41	5.55	.27 3/4
11	Pine Beach	6.55	16 3/8	1.49	9.05	22 5/8	2.06	---	---
12	Strathmore	7.05	17 5/8	1.47	9.55	23 7/8	1.99	5.60	.28
12	Valois	7.05	17 5/8	1.47	9.55	23 7/8	1.99	5.85	.29 1/4
13	Lakeside	7.55	18 7/8	1.45	10.05	25 1/8	1.93	6.00	.30
14	Cedar Park	8.05	20 1/8	1.4375	11.10	27 3/4	1.98	---	---
14	Pointe Claire	8.05	20 1/8	1.4375	11.10	27 3/4	1.98	6.35	.31 3/4
15	Beaconsfield	8.50	21 1/4	1.42	11.55	28 7/8	1.925	6.55	.32 3/4
17	Beaurepaire	9.55	23 7/8	1.40	12.55	31 3/8	1.85	6.75	.33 3/4
19	Baie d'Urfe	10.55	26 3/8	1.39	13.55	33 7/8	1.78	7.20	.36
21	Ste. Annes	11.55	28 7/8	1.375	14.60	36 1/2	1.74	7.60	.38
22	Brucy	12.05	30 1/8	1.37	15.10	37 3/4	1.72	---	---
23	Ile Perrot (Terrace)	12.55	31 3/8	1.36	15.60	39	1.70	7.70	.38 1/2
24	Vaudreuil	13.10	32 3/4	1.36	16.15	40 3/8	1.68	8.10	.40 1/2
30	Como	16.10	40 1/4	1.34	18.65	46 5/8	1.55	9.85	.49 1/4
32	Hudson	17.60	.44	1.33	19.65	49 1/8	1.54	10.15	.50 3/4
33	Hudson Heights	17.60	.44	1.33	20.10	50 1/4	1.52	10.30	.51 1/2
35	Alstonvale	18.60	.46 1/2	1.33	21.10	52 3/4	1.51	---	---
36	Choisy	19.65	.49 1/8	1.33	21.65	54 1/8	1.50	11.05	.55 1/4
38	Dragon	20.20	.50 1/2	1.33	22.70	56 3/4	1.49	11.60	.58
41	Rigaud	21.65	.54 1/8	1.32	24.20	60 1/2	1.48	12.25	.61 1/4

- Proposed fare at Montreal West subject to increase in minimum fare from 30¢ to 35¢ subject to approval of Board of Transport Commissioners for Canada.

■ - Reflects change in mileage.

x - Montreal Transportation Commission cash fare plus students ticket (6 for 50¢).

NOTE: Canadian Pacific 40-trip Scholars' tickets limited to 30 days.
Provincial Transport 20-trip Scholars' tickets limited to 14 "School" days.

Passenger Tariff Bureau
Montreal, Quebec
October 31, 1966

There was objection that the fare increases differ substantially as between communities, Beaconsfield having a 35% increase while Westmount and Montreal West have no increase, and that the differences in the increases adversely affect growth opportunities of municipalities and penalize long haul passengers in favour of short run passengers.

Concurrently with the filing of its tariffs increasing commutation fares, Canadian Pacific filed a revised standard passenger tariff to make an increase of 5¢ in the minimum fare per trip between Montreal and Montreal West, increasing the fare to 35¢ from the present 30¢. This was indicated and spoken to in the course of the hearing. Conditional on that 35¢ fare being approved by the Board, Canadian Pacific said that its intention was to file a supplement increasing the price of the 40-trip public commutation tickets between Montreal and Montreal West by \$2.00 and the scholars' 40-trip tickets by \$1.00. Canadian Pacific included revenue from those proposed fare increases in its estimates of revenue in this case. For reasons stated later herein, I would permit the minimum fare per trip between Montreal and Montreal West to be increased to not more than 40¢, and permit consequential increases in the price of the 40-trip general public and scholars' commutation tickets between those places.

The explanation given by Mr. Warren for not increasing the Westmount fare of 30¢ is that, because Westmount is so near to Montreal and there is alternative transportation available, an increase in the Westmount fare would result in a reduction in passenger volume and total revenue from Westmount traffic. This explanation appears to me to be adequate.

Statements made by the President of Canadian Pacific Railway Company

There were references at the hearing to statements made by the President of Canadian Pacific, Mr. I. D. Sinclair, before the House of Commons Standing Committee on Transport and Communications. I quote the following from the Minutes of that Committee:

"Mr. Sinclair: ... There is an effective demand for commuter service on the Lakeshore out of Montreal. These rates are set by the Board and the service meets more than its variable cost. We adjust our service with the gross patronage in that area, and there is an effective demand for rail passenger service in the area between Rigaud and Montreal on the Lakeshore that is being served, and, as far as we can see in the future, will be there and we will serve it. We do not have to be stimulated to do that. That is our business, and we go after it." (March. 8, 1966, p. 193)

"Mr. Sinclair: I know that at the present time that the commuter service which at one time was not meeting its variable cost and in which we adjusted fares and made other Service adjustments, is now meeting an effective demand and is making more than its variable cost." (March 8, 1966, p. 204)

"Mr. Sinclair: Let me give an example. I can still hear a gentleman here this morning saying these commuter trains should come off because they are in a loss position. We took the position at that time that we believed these were going to be all right. We have to adjust various things. We did so. As I have said to you, they are meeting their variable costs, plus.

Mr. Horner (*Acadia*): But you did make adjustments to make them pay.

Mr. Sinclair: We made adjustments by increasing fares, by getting better utilization out of our equipment, and using better equipment in certain areas." (March 8, 1966, p. 216)

"Mr. Rock: Mr. Sinclair, you mentioned certain commuter services do meet variable costs and I would like to know if this includes the Lakeshore service in the Montreal area.

Mr. Sinclair: Yes, and that is the only commuter service we have." (March 8, 1966, p. 220)

"Mr. Rock: This is the actual idea. This is exactly the answers I am looking for, Mr. Sinclair, because I remember last summer questioning you on the commuter service on the lakeshore area and I asked whether this was what you considered an effective demand, and you said yes.

Mr. Sinclair: Yes.

Mr. Rock: And I also asked whether you had the intention of discontinuing the service and you said no.

Mr. Sinclair: No.

Mr. Rock: I also asked if you were making a profit there and you said yes, you were making a profit.

Mr. Sinclair: Yes.

Mr. Rock: Of course, there has been a strike.

Mr. Sinclair: Yes.

Mr. Rock: And possibly the profit that you have been making will disappear and therefore, you have asked the board of commissioners for a hearing in order to increase your rates.

Mr. Sinclair: Correct.

Mr. Rock: Of course, there will be the hearings, but I do not want to get into that subject matter. In other words, you are asking to be compensated, rather than having to discontinue commuter service.

Mr. Sinclair: Correct." (October 20, 1966, pp. 2029-30)

...

"Mr. Sinclair: All we are saying is that when you have commuter service they should maintain their compensatory nature. We think, with regard to the lakeshore in Montreal, with possible technological changes and adjustments of fares from time to time, that we can provide a good service — there is an effective demand for it — and it will return more than its variable costs. This is one service that Canadian Pacific hopes to be able to continue to provide in the passenger field." (October 20, 1966, p. 2031)

Those statements were referred to at the Board's hearings by parties opposing the fare increases as contradictory of the Company's claim that its commuter services are being operated at a loss.

Mr. Sinclair did not appear before the Board in this respect, but the Company's Counsel and its cost witness stated that in March 1966 Mr. Sinclair was not aware of the additional cost of \$192,047 resulting from the subsequent 18% increase and the 3% increase in materials prices; neither did he have in his mind at that time the additional cost of \$93,300 per year attributable to the re-conditioning of 24 standard steel coaches; his statement in March was also prior to the withdrawal of Canadian Pacific from the Montreal-Toronto passenger train service, which made it possible for Canadian Pacific to eliminate more positions than could be eliminated if those services were still operating, and this additional amount is about \$53,700; the study of fuel cost was also made after March and this cost makes up another \$18,600; also, that it appeared that Mr. Sinclair was using cost of money on the basis the Board had allowed, rather than the basis used by Canadian Pacific, thereby making a difference of over \$303,000 in that cost; that these amounts total \$660,647, and if the present estimated deficit of \$654,623 is subtracted from that amount there is a profit of \$6,024, and even deducting from that profit the estimate of \$3,200, representing the 5¢ fare increase that became effective in October, the net profit would be \$2,824. That was the explanation offered at the hearing.

Other Objections

The parties opposing the fare increases disputed Canadian Pacific's revenue and cost estimates and its costing methods. Apart from those objections, there were objections generally similar to objections made and dealt with in previous commutation cases and judgments which are summarized in the Judgment of October 23, 1963, 53 JOR&R 585, and need not be repeated again here.

Several new objections were made:

1. Objection that the fare increases are opposed to the government's anti-inflationary policy and economic guidelines:—

I do not think that fares designed to allow revenues sufficient to meet the out-of-pocket cost of the service are contrary to any such guidelines or are unduly inflationary.

2. Objection that the full effect of the recent 18% wage increase will not be felt until the 12 months ending June 1968:—

I have taken the progressive effect of the various wage increases into account in estimating the prospective cost of Canadian Pacific for the purposes of this case.

3. Objection that new railway legislation is pending and that it will have the effect of improving the economic position and earnings of the railways and that the fare increases are therefore unjustified:—

I do not find in the National Transportation Act anything to indicate that the Board should require Canadian Pacific to operate its commutation services at fares yielding less than the out-of-pocket cost of the services or that the earnings of the services will exceed such costs in 1967.

Mr. S. J. Deakin, an alderman of the City of Pointe Claire, took part in the hearing and filed a brief and a re-statement of the variable cost shown in Canadian Pacific's Exhibit No. 9, Statement No. 2, in support of his contention that the Montreal-Rigaud services are being operated at a profit. The major reductions made by him are in respect of cost of money and depreciation of passenger cars. He has reduced cost of money to \$25,480 from the \$540,351 claimed by Canadian Pacific and has reduced depreciation of passenger cars to \$161,992 from the \$309,320 claimed.

I have dealt with those items elsewhere herein and indicated the costing methods used by the Board and the reasons for allowing larger amounts than those proposed by Mr. Deakin.

Findings on Cost, Deficit and Fares

I have, for the purposes of this Judgment, found the variable cost to be \$2,059,906. In doing so, I have varied the Company's cost estimates as I thought appropriate to make them more reliable as a basis for fares. Total disallowances amount to \$381,800.

The estimate of revenue on the basis of present fares and without reduction in volume of traffic, as set forth in Exhibit No. 9, Statement No. 2, is \$1,787,083.

The estimated deficit, using those figures, is \$272,823.

An increase in fares to meet that deficit will be permitted.

The extent of the fare increases needed will depend to a large extent on what the patronage will be. Canadian Pacific thinks that the volume of carryings will decline. I am not convinced that it will. It appears to me that Expo '67 and activities related to it, the normal population growth in the areas served by the commuter trains, and the crowded conditions of roads and places to park automobiles, should militate against reduction in patronage of those trains.

Accordingly, my estimate of the fare increases needed to meet the deficit of \$272,823 is made on the assumption that although there may be some reduction in traffic volume immediately after an increase in fares, the patronage of the services will probably be as great in the 12 months following such increase as it was in the period July 1965 to June 1966 for which revenue on present fares was calculated in Exhibit No. 9, Statement No. 2; and, as in former cases, revenue from carriage of Canadian Pacific employees at reduced fares is calculated at full fare.

Fares will be permitted, as shown in the following table, with the object of meeting the said deficit. They may also be the basis for similar fares in zones other than Montreal-Rigaud. The permitted 40-trip scholars' fares are one-half the permitted 40-trip general public commutation fares.

PRESENT, PROPOSED AND PERMITTED COMMUTATION FARES

(in cents)

Between Montreal (Windsor Station) and	10 - TRIP			40 - TRIP			40-TRIP SCHOLARS'		
	A	B	C	A	B	C	A	B	C
Westmount	—	—	—	1100	1100	1100	595	595	595
Montreal West	—	—	—	1130	1330	1470	595	665	765
Sortin	—	—	—	1190	1390	1530	595	695	765
Lachine	350	400	400	1190	1590	1530	595	795	765
Grovehill	350	400	400	1190	1590	1530	595	795	765
Dorval	350	450	435	1210	1610	1550	605	805	775
Pine Beach	380	505	465	1310	1810	1650	655	905	825
Strathmore	410	535	495	1410	1910	1750	705	955	875
Valois	410	535	495	1410	1910	1750	705	955	875
Lakeside	440	565	525	1510	2010	1850	755	1005	925
Cedar Park	470	595	555	1615	2215	1955	810	1110	980
Pointe Claire	470	595	555	1615	2215	1955	810	1110	980
Beaconsfield	500	625	585	1705	2305	2045	855	1155	1025
Beaurepaire	560	710	645	1910	2510	2250	955	1255	1125
Baie d'Urfe	620	770	705	2110	2710	2450	1055	1355	1225
Ste. Annes	680	830	765	2315	2915	2655	1160	1460	1330
Brucy	710	860	795	2415	3015	2755	1210	1510	1380
Terrace	740	890	825	2515	3115	2855	1260	1560	1430
Vaudreuil	770	920	855	2625	3225	2965	1315	1615	1485
Como	950	1150	1035	3225	3725	3565	1615	1865	1785
Hudson	1040	1210	1125	3520	3925	3860	1760	1965	1930
Hudson Heights	1040	1240	1125	3520	4020	3860	1760	2010	1930
Alston Vale	1100	1300	1185	3720	4220	4060	1860	2110	2030
Choisy	1160	1330	1245	3930	4330	4270	1965	2165	2135
Dragon	1190	1390	1275	4040	4540	4380	2020	2270	2190
Rigaud	1280	1480	1365	4335	4835	4675	2170	2420	2340

A: Present Fare

B: Proposed Fare

C: Permitted Fare

The objective of the fares that are being permitted by this Judgment is to spread the burden of the variable cost of the services in the most equitable and reasonable manner upon those who use the services.

In the case of Montreal West, the Company proposed an increase of 5¢ in the minimum fare per trip between Montreal and Montreal West, making it 35¢ instead of the previous 30¢. At that time the express bus fare was 40¢, which was 10¢ more than the rail fare. Since that time and since the hearing in this case, the express bus fare has been increased to 60¢ cash or two 25-cents tickets. I would permit the minimum rail fare per trip between Montreal and Montreal West to be increased to not more than 40¢, which will maintain the former 10¢ differential between the rail and express bus fares. Accordingly, the Company may file and publish an amended standard passenger tariff to make an increase of not more than 10¢ in the minimum fare per trip between Montreal and Montreal West, to be effective on not less than 30 days' notice.

Having regard to the findings I have made, and following the principle previously indicated, it is my conclusion that the fare increases that are being permitted will not be unjust or unreasonable or contrary to any provision of the Railway Act for the year 1967, unless a substantial change, not now foreseen by me, occurs in the circumstances.

The fares resulting from the application of the permitted increases are maxima and, subject to the foregoing, may not be exceeded.

Tariffs may be filed to bring the permitted fare increases into effect on not less than 30 days' notice. Order to issue accordingly, including rescission of Board's Order No. 122745 and disallowance of the tariffs that were suspended by the said Order.

(SIGNED) "ROD. KERR"

I concur:

(SIGNED) "A.S. KIRK"

I concur:

(SIGNED) "J.E. DUMONTIER"

OTTAWA, April 7, 1967.

ORDER NO. 124049

FRIDAY, THE 7TH DAY OF
APRIL, A.D. 1967.

ROD KERR, Q.C.

Chief Commissioner.

J.E. DUMONTIER,

Deputy Chief Commissioner.

A.S. KIRK,

Commissioner.

*IN THE MATTER OF commutation
fares of Canadian Pacific Railway
Company and Dominion Atlantic
Railway Company:*

File No. 29984.18.1.

UPON hearing the matter at sittings of the Board at Westmount, Quebec, on November 15 and 16, 1966, and pursuant to the Judgment herein dated April 7, 1967 —

IT IS HEREBY ORDERED AS FOLLOWS:

1. Canadian Pacific Railway Company Tariffs C.T.C. No. 96 and No. 97 and Dominion Atlantic Railway Company Tariff No. 1458, that were suspended by Order No. 122745, dated November 28, 1966, are disallowed.

2. Subject to the requirements of section 339 of the Railway Act and in accordance with the said judgment, Canadian Pacific Railway Company and Dominion Atlantic Railway Company may file tariffs to bring the permitted fare increases into effect on not less than thirty days' notice.

3. Canadian Pacific Railway Company and Dominion Atlantic Railway Company shall publish the increased fares by posting at each of the stations on the lines affected, on their respective railway, for the thirty-day period, a notice, in both the English and the French languages, indicating the revised fares and the date upon which they become effective.

(SGD.) ROD. KERR,
Chief Commissioner,

The Board of Transport Commissioners for Canada.

RELATIVEMENT aux tarifs d'abonnement applicables aux services de banlieue de la Compagnie de chemin de fer du Pacifique-Canadien et de la Dominion Atlantic Railway Company.

Dossier 29984.18.1
le 7 avril 1967

DEVANT:

R. KERR, c.r.
J.-E. DUMONTIER
A.S. KIRK

*commissaire en chef
commissaire en chef suppléant
commissaire*

ONT COMPARU:

G.P. MILLER, c.r. }
et
M.S. BISTRISKY }
JACQUES VIAU, c.r.

*pour la Compagnie de chemin de fer
du Pacifique-Canadien*

J.W. HEMENS, c.r.
RAYMOND ROCK, député
ANDREW MANOCCHIO

*pour les villes de Lachine, de
Pointe-Claire et de Dorval
pour la ville de Beaconsfield
Jacques Cartier-Lasalle
représentant la Loge III, Asso-
ciation internationale des machi-
nistes*

JACQUES-A. BERNARD
S.J. DEAKIN

*Saint-Jean (P.Q.), en personne
échevin, Pointe-Claire*

Audiences tenues à Westmount (P.Q.) les 15 et 16 novembre 1966

JUGEMENT

KERR, commissaire en chef:

Le 8 septembre 1966, la Compagnie de chemin de fer du Pacifique-Canadien et la Dominion Atlantic Railway Company ont déposé des tarifs devant entrer en vigueur le 17 septembre 1966 et portant majoration de leurs prix d'abonnement. Les principaux services atteints par les majorations sont les services de banlieue Montréal-Rigaud du Pacifique-Canadien, mais d'autres services ayant un nombre moins grand d'abonnés sont également atteints. Dans des cas antérieurs, les services de banlieue Montréal-Rigaud ont servi de base pour l'établissement des prix d'abonnement du Pacifique-Canadien, et bien que certains autres

services utilisés par des abonnés, comme le service entre Montréal et Saint-Jean (P.Q.), n'aient pas la même fréquence et ne présentent pas les mêmes commodités que les services Montréal-Rigaud, il y a des raisons pratiques pour que ces derniers services servent encore de base aux tarifs d'abonnement du Pacifique-Canadien.

La Commission a d'abord reculé la date d'entrée en vigueur des majorations, puis les a suspendues en attendant qu'ait lieu l'audience et que soit rendue la décision. L'audience a eu lieu à Westmount les 15 et 16 novembre.

Le dépôt des tarifs majorés a suivi de près les augmentations de salaires, y compris une augmentation de 18 p. 100, accordées aux employés de chemin de fer en vertu de la Loi de 1966 sur le maintien de l'exploitation des chemins de fer adoptée par le Parlement en septembre dernier. A part ces augmentations de salaires, il y a eu des changements considérables dans l'exploitation ainsi que dans les recettes et les dépenses des services depuis 1963 alors que fut entendue la dernière cause antérieure concernant les prix d'abonnement applicables aux services de banlieue. Afin de pouvoir plus facilement se rendre compte des faits pertinents et en venir à des conclusions valables, et afin de contrôler les estimations des recettes et des coûts faites par la Compagnie, la Commission a fait examiner les écritures et feuilles de travail et inspecter certaines opérations en particulier du Pacifique-Canadien par des membres du personnel de sa Direction de l'économie et de la comptabilité, et de sa Direction des opérations et du trafic. Une partie de ce travail a été effectuée avant l'audience, et une autre partie après. Le personnel a fait une étude détaillée des méthodes qu'utilise le Pacifique-Canadien pour établir ses prix de revient; les unités de service ont été examinées et l'exploitation de 1965-1966 a été comparée à celle de 1962-1963.

Situation financière de la Compagnie (1966 par rapport à 1963)

Lorsque la Commission a publié son jugement d'octobre 1963, elle y a joint un tableau préparé par le personnel établissant la "Comparaison des frais estimatifs du service d'abonnement Montréal-Rigaud en 1959 et en 1963". Certaines dépenses avaient diminué, mais la plupart avaient augmenté au cours de cette période de quatre ans. Le coût total de l'exploitation, selon l'estimation du Pacifique-Canadien, sans tenir compte du coût de l'argent, était de \$1,164,063 en 1959 et de \$1,306,492 en 1963, ce qui représente une augmentation d'environ 12 p. 100.

Dans la cause actuelle, la Compagnie a soumis un tableau semblable (pièce n° 12) où sont comparés les coûts d'exploitation pour les années 1963 et 1966. Le coût, qui était de \$1,306,492 en 1963, s'est élevé à \$1,709,308 en 1966. A ce montant ont été ajoutées la hausse des salaires de 18 p. 100, estimée à \$182,888 (18 p. 100), et l'augmentation du prix du matériel, estimée

à 3 p. 100 ou \$9,159. Les frais estimatifs d'exploitation pour 1966 se sont trouvés ainsi portés à \$1,901,355, ce qui représente une augmentation de 45 p. 100 par rapport aux chiffres estimatifs de 1963, et cela, sans tenir compte du coût de l'argent.

Dans la cause de 1963, la Commission avait réduit de \$8,000 les frais estimatifs d'exploitation, et de \$206,000 le coût estimatif de l'argent.

Service accru, recettes plus élevées et frais plus élevés

Les unités de service mises à jour, pour les douze mois terminés le 30 juin 1966, accusent, par rapport aux douze mois terminés le 30 avril 1963, des augmentations de 16 à 22 p. 100 dans trois des importantes unités de travail utilisées pour la répartition des frais variables: le nombre de milles parcourus par les voitures de voyageurs a augmenté de 16 p. cent, celui des locomotives de 22 p. 100, tandis que le nombre de tonnes-milles fortes accuse une augmentation de 21 p. 100.

L'augmentation dans les unités de service est la conséquence d'une expansion des opérations résultant du plus grand nombre d'abonnés à transporter. En 1963, le relevé des voyageurs transportés indiquait environ 7,000 par jour dans chaque sens tandis que le relevé de 1966 en indiquait 8,900. C'est là une augmentation d'environ 27 p. 100, représentant la moyenne de 48 p. 100 d'augmentation à Westmount et à Montréal-Ouest et de 22 p. 100 au delà de Montréal-Ouest.

Les salaires payés aux mécaniciens, chauffeurs, conducteurs, chefs de train, chefs de train adjoints et serre-freins ont augmenté d'environ 27 p. 100 (sans tenir compte de l'augmentation récente de 18 p. 100) au cours de la période de trois ans 1963-1966. Cette augmentation est due en partie au coût plus élevé de la main-d'œuvre résultant des accords concernant les salaires, et en partie à l'augmentation du personnel des trains. Deux trains supplémentaires et une locomotive diesel supplémentaire ont été mis en service; le personnel des trains a été augmenté de sept employés; en 1966, il y avait neuf voitures de voyageurs de plus qu'en 1963.

Les recettes totales provenant des services d'abonnés ont été de 31 p. 100 plus élevées en 1966 qu'en 1963. Les frais estimatifs d'exploitation, avant de tenir compte du coût de l'argent et sans tenir compte de l'augmentation de 18 p. 100, ont également été d'environ 31 p. 100 plus élevés en 1966. L'estimation faite par la Compagnie du coût de l'argent relativement au matériel et aux installations et services de la voie représente, en 1966, une somme de 19 p. 100 supérieure à celle de 1963.

Si l'on tient compte de l'augmentation des salaires de 18 p. 100, de l'augmentation de 3 p. 100 dans le prix du matériel, et du coût de l'argent, les frais

estimatifs d'exploitation, en 1966, sont de 38 p. 100 supérieurs à ceux de 1963. Exprimés en dollars, les frais ont subi une augmentation de \$678,920 alors que les recettes n'ont augmenté que de \$421,958, ce qui signifie que la situation financière a considérablement empiré.

En d'autres termes, la perte estimative de \$397,661 subie en 1963 aurait été compensée par l'augmentation de \$421,958 dans les recettes au cours de la période de trois ans en question si cette augmentation des recettes n'avait pas été accompagnée d'une augmentation de \$678,920 dans les frais. Il en est donc résulté une perte additionnelle de \$256,962, ce qui porte la perte totale pour 1966, selon l'estimation du Pacifique-Canadien, à \$654,623, comme l'indique l'état n° 2 (Pièce n° 9).

Principe appliqué dans les causes concernant des services d'abonnés

Au cours des dernières années, les tarifs d'abonnement dans la région de Montréal ont été l'objet de plusieurs audiences et jugements de la Commission. Il y a eu au cours des années 1954 et 1955 de longues audiences à la suite desquelles la Commission, dans un jugement en date du 4 août 1954, (71 CRTC 138, à la p. 152) a énoncé le principe suivant au sujet des tarifs d'abonnement:

"En ce qui concerne les services d'abonnés, je crois que le temps est venu d'appliquer une règle générale reconnaissant qu'une compagnie de chemin de fer a le droit d'établir ses prix d'abonnement à un niveau qui lui permette de récupérer au moins les sommes raisonnables et réelles qu'il lui en coûte pour assurer le service d'abonnement en cause, et que la Commission ne devrait pas exiger d'un chemin de fer qu'il assure ou continue d'assurer des services d'abonnés dont les recettes sont inférieures aux frais qu'ils occasionnent."

Dans des causes subséquentes, la Commission n'a pas dérogé à ce principe. Je ne vois pas de raison valable pour que nous y dérogeions dans la présente cause.

Je traiterai plus loin, dans ce jugement, des diverses objections que l'on a apportées contre les augmentations de prix, car je désire traiter d'abord des recettes et dépenses estimatives.

Recettes, dépenses et déficit

L'état n° 2 (Pièce n° 9) déposé par le Pacifique-Canadien et reproduit ci-après, fait voir le détail des recettes et des frais variables des services exploités avec le matériel actuel, établi en utilisant comme base la période de douze mois allant de juillet 1965 à juin 1966 et en tenant compte des niveaux de salaires qui seront applicables à la fin des accords en vigueur en juin 1966 tout comme de l'augmentation des salaires de 18 p. 100 et de l'augmentation de 3 p. 100 dans le prix du matériel. La pièce fait voir un excédent estimatif des frais variables sur les recettes de \$654,623.

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN

Détail des recettes et des frais variables du service de banlieue

Montréal-Vaudreuil-Rigaud avec le matériel actuel

Base: période de 12 mois allant de juillet 1965 à juin 1966

Recettes

Voyageurs(abonnés): 10 passages	\$ 794,276	
40 passages(public)	366,530	
40 passages(écoliers)	67,115	
	<u>\$1,227,921</u>	
Redressement relatif au plein tarif pour les employés	61,774	
Perception à la barrière: Westmount	12,397	
Montréal-Ouest	141,385	\$1,443,477
Autres voyageurs: Billets simples	\$ 118,632	
Billets aller et retour	6,705	
Divers	813	
Perceptions dans les trains	<u>209,196</u>	335,346
Publicité dans les voitures		5,060
Ajouter: Estimation de l'augmentation de 5 c. des prix de passage des autres voyageurs (en vigueur le 4 oct. 1965)		<u>3,200</u>
Total		\$1,787,083

Frais variables

Salaire du personnel de train et de locomotive	\$ 372,854
Combustible et eau	86,132
Dépenses de remise de locomotives, lubrifiants et autres fournitures	64,997
Fournitures et dépenses de train	279,216
Dépenses d'aiguillage au terminus	41,215
Employés et dépenses de gare	49,958
Coût de l'impression des billets	1,964
Réparation du matériel - Locomotives	57,630
Voitures de voyageurs	319,914

Frais variables (suite)

Dépréciation du matériel – Locomotives	\$	66,287		
– Voitures de voyageurs		309,320		
Entretien de la voie		35,481		
Autres dépenses de transport et d'entretien		<u>24,340</u>	\$1,709,308	
Ajouter: Coût estimatif final de l'augmentation des salaires de 18 p. 100		182,888		
Coût estimatif de l'augmentation de 3 p. 100 dans le prix du matériel		<u>9,159</u>	192,047	
Coût de l'argent: Locomotives		91,443		
Voitures de voyageurs		419,505		
Voie		<u>29,403</u>	<u>540,351</u>	<u>2,441,706</u>
Excédent des frais variables sur les recettes				<u>\$ 654,623</u>

Montréal, le 13 octobre 1966

La Pièce n° 5 de la Compagnie, reproduite ci-après, fait voir les recettes provenant des abonnements qui figurent déjà dans l'état n° 2 (Pièce n° 9), une estimation des recettes aux tarifs projetés et l'augmentation qui en résulterait.

Pièce n° 5

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE CANADIEN
RECETTES CONSOLIDÉES PROVENANT DES ABONNEMENTS
 Du 1^{er} juillet 1965 au 30 juin 1966

TYPE DE TARIF	Recettes aux tarifs actuels	Recettes aux tarifs projetés	Augmentation dans les recettes
PERCEPTIONS À LA BARRIÈRE:	\$	\$	\$
Westmount.....	12,397	12,397	---
Montréal-Ouest	141,385	165,000	23,615
TOTAL PARTIEL	\$ 153,782	\$ 177,397	\$ 23,615
Cartes de 10 passages.....	794,276	943,800	149,524
Cartes de 40 passages pour le public en général.....	366,530	451,100	84,570
Cartes d'écopiers de 40 passages.....	67,115	88,300	21,185
TOTAL PARTIEL	\$1,227,921	\$1,483,200	\$ 255,279
TOTAL GLOBAL	\$1,381,703	\$1,660,597	\$ 278,894

Bureau des tarifs voyageurs
 Montréal (Québec)
 10 novembre 1966

L'augmentation estimative de \$278,894 dans les recettes qui résulterait des tarifs majorés envisagés par le Pacifique-Canadien, comme le montre la Pièce n° 5, réduirait l'insuffisance des recettes qui s'élèvent à \$654,623 comme le fait voir l'état n° 2 (Pièce n° 9), à \$375,723 si le matériel actuel est utilisé, ou à \$364,184 si le nouveau matériel projeté remplaçait 24 vieilles voitures. C'est ce que fait voir sommairement l'état n° 5 (Pièce n° 10) de la Compagnie, reproduit ci-après.

Pièce n° 10

ÉTAT N° 5

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN

SOMMAIRE

Projection des recettes et des frais variables du service de banlieue
Montréal-Vaudreuil-Rigaud en supposant l'utilisation a) du matériel
actuel, b) du matériel actuel sauf vingt-quatre voitures standard
en acier qui seraient remplacées par de nouvelles voitures
réversibles pour les services d'abonnés

Base: période de 12 mois allant de juillet 1965 à juin 1966

	Matériel actuel (a)	Matériel projeté (b)
Recettes (voir l'état n° 2)	\$1,787,083	\$1,787,083
Ajouter: Recettes résultant de la majoration projetée des tarifs	278,900	278,900
Total	\$2,065,983	\$2,065,983
Frais variables (voir l'état n° 2) (voir l'état n° 3)	\$2,441,706	\$2,430,167
Excédent des frais variables sur les recettes	\$ 375,723	\$ 364,184

Montréal, novembre 1966

Estimation du déficit par le Pacifique-Canadien

Lors de l'audience, le Pacifique-Canadien a déposé des états des recettes et des dépenses, dont certaines sont réelles et d'autres estimatives, de ses services de banlieue Montréal-Rigaud pour les douze mois allant de juillet 1965 à juin 1966, et en a fait une projection pour l'avenir en y apportant les redressements nécessaires pour tenir compte des majorations de salaires, des changements dans le volume des transports et d'autres conditions. En résumé, la Compagnie a estimé qu'en utilisant le matériel actuel, les frais variables ou déboursés à effectuer pour le service pendant les douze mois sur lesquels porte la projection présenteraient sur les recettes un excédent d'environ \$654,623 en maintenant les tarifs actuels, et de \$375,723 en appliquant les tarifs projetés, et qu'il n'y aurait que de légères différences dans les chiffres de déficit si de nouvelles voitures réversibles remplaçaient 24 vieilles voitures.

Nouveau matériel

L'avocat du Pacifique-Canadien a mentionné lors de l'audience que la Compagnie a l'intention de mettre en service de nouvelles voitures pour les abonnés dès qu'elle le pourrait, peut-être d'ici un an. Dans son témoignage, M. Warren a dit que la Compagnie s'occupait de la question et que les voitures qu'elle a en vue sont des voitures légères de 100 places, voitures réversibles composant des trains qui peuvent rouler dans les deux sens sans qu'il soit nécessaire de les faire tourner. Ces voitures doivent remplacer 24 vieilles voitures lourdes. La Compagnie a précisé que sa demande, présentement, est fondée sur l'utilisation du matériel actuel, bien qu'elle ait donné des chiffres (Pièce n° 9, état n° 3) représentant ce que les services coûteraient si de nouvelles voitures étaient utilisées en remplacement des 24 vieilles voitures.

L'analyse du prix de revient du service faite par la Commission a également été fondée sur le matériel actuel bien que j'aie effectué un redressement en ce qui concerne la remise en état des 24 vieilles voitures et la répartition du coût sur une période de cinq ans lorsqu'on le considère par rapport aux dépenses et aux épargnes supplémentaires qui résulteraient de l'utilisation de voitures réversibles.

L'utilisation du nouveau matériel ne change pas les chiffres des recettes, mais elle entraîne certaines modifications des chiffres des frais variables de la Compagnie, soit des augmentations s'élevant à \$243,089, et des réductions s'élevant à \$254,628, ce qui représente une réduction nette de \$11,539, comme le fait voir l'état n° 3 (pièce n° 9) reproduit ci-après. Les principales réductions sont les suivantes: salaires, \$51,336; fournitures et dépenses de trains, \$52,815; réparations aux voitures de voyageurs, \$78,696; dépréciation des locomotives, \$10,275. Les principales augmentations sont les suivantes: dépréciation des voitures de voyageurs, \$31,406, et coût de l'argent pour les nouvelles voitures, \$208,583.

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN

Détail des réductions et augmentations estimatives, dans les frais variables, qui résulteraient du remplacement de vingt-quatre voitures standard en acier par de nouvelles voitures réversibles pour les services de banlieue

Base: période de 12 mois allant de juillet 1965 à juin 1966

	<u>Voitures réversibles</u>	
	<u>Réductions</u>	<u>Augmentations</u>
Frais variables (selon l'état n° 2)		\$2,441,706
Salaires du personnel de train et de locomotive	\$ 51,336	\$ 3,100
Combustible et eau		
Dépenses de la remise des locomotives, lubrifiants et autres fournitures	264	
Fournitures et dépenses de train	52,815	
Réparation du matériel – Locomotives	1,233	
– Voitures de voyageurs	78,696	
Dépréciation du matériel – Locomotives	10,275	
Voitures de voyageurs		31,406
Entretien de la voie	3,407	
Autres dépenses de transport et d'entretien	3,719	
	\$201,745	\$ 34,506
Coût estimatif final de l'augmentation des salaires de 18 p. 100	32,072	
Coût estimatif de l'augmentation de 3 p. 100 dans le prix du matériel	576	
	\$234,393	\$ 34,506
Coût de l'argent: Locomotives	13,710	
Voitures de voyageurs		208,583
Voie	6,525	
	\$254,628	\$243,089
Réduction nette		11,539
Total (voir l'état no 1)		<u>\$2,430,167</u>

Montréal, le 13 octobre 1966

57 B.T.C.

Nombre de voyageurs transportés

Les Pièces nos 6 et 7 déposées par le Pacifique-Canadien font voir le nombre moyen, par jour, de voyageurs transportés entre Montréal et Rigaud, du lundi au vendredi, tant vers l'est que vers l'ouest. Ces chiffres ont été établis sur la base d'un relevé effectué du lundi 31 octobre au vendredi 4 novembre 1966. La moyenne, en direction de l'est, était de 1,691 voyageurs partant de Montréal-Ouest et de Westmount, et de 7,274 voyageurs partant de stations à l'ouest de Montréal-Ouest. La moyenne, en direction de l'ouest, était de 1,828 voyageurs à destination de Westmount et de Montréal-Ouest, et de 7,029 à destination de stations situées au-delà de Montréal-Ouest. M. Warren a également déclaré que, pour l'année terminée le 31 mars 1965, les chiffres indiquent une diminution de 1.4 p. 100 dans le nombre d'abonnés transportés sur le parcours Montréal-Rigaud et que, pour l'année suivante terminée le 31 mars 1966, il y a eu une augmentation de 11.7 p. 100. Attribuant cette augmentation en grande partie à l'état des routes, particulièrement à Dorval et à l'est de Dorval, ainsi qu'à l'état des voies d'entrée et de sortie de Montréal, il a exprimé l'avis que le nombre de voyageurs en 1967 redescendrait à un niveau plus normal lorsque l'état des routes se sera amélioré.

CHEMIN DE FER DU PACIFIQUE-CANADIEN
ANALYSE DU NOMBRE DE VOYAGEURS TRANSPORTÉS PAR LES TRAINS DE RANLIEU MONTREAL-VAUDREUIL-RIGAUD
NOMBRE MOYEN, PAR JOUR, DE VOYAGEURS TRANSPORTÉS DU LUNDI AU VENDREDI, ÉTABLI
SUR LA BASE D'UN RELEVÉ EFFECTUÉ DU LUNDI 31 OCTOBRE AU VENDREDI 4 NOVEMBRE 1966

EN DIRECTION DE L'EST

ENTRANTS Montés à	# 240 RDC Dép. Rigaud 6:05 AM	# 270 Dép. Vaudreuil 7:05 AM	# 272 Dép. Vaudreuil 7:12 AM	# 244 Dép. Rigaud 6:50 AM	# 280 Dép. Vaudreuil 7:27 AM	# 274 Dép. Vaudreuil 7:35 AM	# 246 Dép. Rigaud 7:20 AM	# 250 RDC Dép. Rigaud 9:50 AM	# 254 RDC Dép. Hudson 1:30 PM	# 278 RDC Dép. St-Jean 5:23 PM
	Arr. Gare Windsor 7:30 AM	Arr. Gare Windsor 8:03 AM	Arr. Gare Windsor 8:10 AM	Arr. Gare Windsor 8:15 AM	Arr. Gare Windsor 8:25 AM	Arr. Gare Windsor 8:35 AM	Arr. Gare Windsor 8:45 AM	Arr. Gare Windsor 11:10 AM	Arr. Gare Windsor 2:30 PM	Arr. Gare Windsor 6:05 PM
Rigaud	6	—	—	8	—	—	11	5	—	—
Dragon	—	—	—	—	—	—	—	—	—	—
Choisy	—	—	—	—	—	—	1	—	—	—
Astonville	—	—	—	4	—	—	5	—	—	—
Hudson Heights	—	—	—	10	—	—	25	—	—	—
Hudson	8	—	—	95	—	—	115	19	12	—
Como	6	—	—	28	—	—	27	4	—	—
Vaudreuil	46	67	14	—	23	14	38	29	14	—
Île-Perrot	18	—	23	—	25	—	15	4	4	—
Brucy	2	—	—	—	—	—	—	1	—	—
Sainte-Anne	21	—	68	67	20	15	89	28	10	44
Baie-d'Urfé	8	—	66	—	72	—	16	4	1	—
Beaurepaire	23	—	200	—	—	119	—	30	10	4
Beaconsfield	47	—	—	436	—	—	329	52	24	9
Pointe-Claire	25	—	—	222	—	—	125	28	10	1
Cedar Park	24	—	348	—	—	216	—	35	15	9
Lakeside	26	122	—	—	137	—	—	26	11	5
Valois	76	232	—	439	—	175	195	72	29	20
Strathmore	20	113	—	—	176	—	28	11	6	6
Pine Beach	38	214	—	—	—	224	—	38	9	4
Dorval	32	156	—	—	222	—	—	42	11	5
Grovehill	26	—	172	—	—	—	—	33	6	1
Lachine	13	—	113	—	102	—	—	22	2	1
Sortin	—	—	—	—	—	—	—	—	—	—
Sub-Total	465	904	1,004	1,309	777	935	960	495	206	107
Montréal-Ouest	53	179	230	250	358	147	254	41	11	7
Westmount	4	16	26	22	40	14	25	6	1	—
Total partiel	57	195	256	272	398	161	279	47	12	7
Total global	522	1,099	1,260	1,581	1,175	1,096	1,239	542	218	114
Nombre de voitures	6	11	10	12	10	11	10	6	5	3
Nombre de places	477	987	1,009	1,194	843	1,028	967	477	426	248
										566

SOMMAIRE
Voyageurs montés à Westmount et à Montréal-Ouest 1,691
Voyageurs montés à l'ouest de Montréal-Ouest 7,274
Total 8,965

Bureau du Directeur général du trafic voyageurs
Montréal (P.Q.), le 7 novembre 1966

CHEMIN DE FER DU PACIFIQUE-CANADIEN
ANALYSE DU NOMBRE DE VOYAGEURS TRANSPORTÉS PAR LES TRAINS DE BANLIEUE MONTRÉAL-VAUDREUIL-RIGAUD
NOMBRE MOYEN, PAR JOUR, DE VOYAGEURS TRANSPORTÉS DU LUNDI AU VENDREDI, ÉTABLI SUR
LA BASE D'UN RELEVÉ EFFECTUÉ DU LUNDI 31 OCTOBRE AU VENDREDI 4 NOVEMBRE 1966
EN DIRECTION DE L'OUEST

SORTANTS Descendus à	# 283 RDC Dép. 7:40 AM Arr. Vaudreuil	# 243 RDC Dép. 12:15 PM Arr. Hudson	# 247 Dép. 4:10 PM Arr. Rigaud	# 285 RDC Dép. 4:37 PM Arr. Sainte-Anne	# 191 Dép. 5:07 PM Arr. Mt.-Ouest	# 249 Dép. 5:15 PM Arr. Rigaud	# 287 Dép. 5:19 PM Arr. Vaudreuil	# 289 Dép. 5:23 PM Arr. Vaudreuil	# 281 Dép. 5:27 PM Arr. Vaudreuil	# 291 Dép. 5:50 PM Arr. Vaudreuil	# 251 RDC Dép. 6:35 PM Arr. Rigaud	# 255 RDC Dép. 9:45 PM Arr. Rigaud
	8:25 AM Voyageurs	1:25 PM Voyageurs	5:45 PM Voyageurs	5:22 PM Voyageurs	5:20 PM Voyageurs	6:40 PM Voyageurs	6:05 PM Voyageurs	6:20 PM Voyageurs	6:45 PM Voyageurs	7:05 PM Voyageurs	8:05 PM Voyageurs	11:05 PM Voyageurs
Westmount	2	7	5	7	116	—	—	—	53	8	2	1
Montréal-Ouest	2	18	74	83	747	—	—	—	461	155	53	34
Total partiel	4	25	79	90	863	—	—	—	514	163	55	35
Sortin	—	1	—	—	—	—	—	—	8	1	—	1
Lachine	1	5	31	23	—	—	—	—	141	25	16	14
Grovehill	3	13	50	44	—	—	—	—	206	34	22	26
Dorval	10	11	54	61	—	—	—	—	237	47	38	25
Pine Beach	1	13	53	50	—	—	—	284	18	49	37	20
Strathmore	7	18	42	29	—	—	—	202	19	23	19	15
Valois	5	28	133	97	—	—	623	—	41	83	65	56
Lakeside	—	8	28	24	—	—	—	178	9	25	20	20
Cedar Park	2	20	55	54	—	—	355	—	21	38	28	25
Pointe-Claire	2	14	50	33	—	348	—	—	16	31	28	23
Beaconsfield	11	20	104	60	—	—	—	417	18	46	45	48
Beaurepaire	—	10	37	30	—	223	—	—	11	15	23	20
Baie-d'Urfé	—	3	24	12	—	—	100	—	4	8	12	9
Sainte-Anne	40	18	39	36	—	172	—	—	10	10	19	12
Ency	—	—	—	—	—	—	—	3	—	—	—	—
Ile-Perrot	—	4	17	—	—	—	—	53	3	3	7	4
Vaudreuil	3	13	43	—	—	127	9	10	7	10	9	16
Como	—	1	12	—	—	43	—	—	—	—	5	3
Hudson	—	13	48	—	—	152	—	—	—	—	20	18
Hudson Heights	—	—	5	—	—	21	—	—	—	—	—	1
Alstonvale	—	—	2	—	—	4	—	—	—	—	—	1
Choisy	—	—	—	—	—	—	—	—	—	—	—	—
Dragon	—	—	—	—	—	—	—	—	—	—	—	—
Rigaud	—	—	10	—	—	11	—	—	—	—	—	—
Total partiel	85	213	837	553	—	1,101	1,087	1,147	769	448	428	361
Total global	89	238	916	643	863	1,101	1,087	1,147	1,283	611	483	396

SOMMAIRE

Voyageurs descendus à Westmount et à Montréal-Ouest
Voyageurs descendus à l'ouest de Montréal-Ouest
Total

6
477

5
426

11
987

10
1,009

12
1,194

7
566

10
967

3
248

Bureau du Directeur général du trafic voyageurs
Montréal (P.Q.), le 7 novembre 1966

Recettes

Les recettes de \$1,787,083 provenant des abonnements qui apparaissent dans l'état n° 2 (pièce n° 9) comprennent \$1,227,921 en recettes réelles provenant de la vente des cartes d'abonnement pendant la période de 12 mois se terminant à la fin de juin 1966, plus la somme de \$61,774, qui représente la différence entre le plein tarif et le demi-tarif pour les employés du Pacifique-Canadien et la somme de \$153,782 qui représente les perceptions aux barrières à Westmount et à Montréal-Ouest pendant la même période, ainsi que la somme de \$335,346 qui représente les recettes provenant des billets ordinaires et des perceptions dans les trains, fondées sur les recettes réelles des quatre mois suivants: août et novembre 1965 et mars et juin 1966; \$5,060 de recettes pour les affiches dans les voitures pendant cette période; et une somme de \$3,200 qui représente le montant estimatif des recettes supplémentaires qui résultera de l'augmentation du prix des billets ordinaires qui est entrée en vigueur le 1er octobre 1966.

La pièce n° 8 montre les recettes provenant des abonnements pour la même période de 12 mois se terminant à la fin de juin 1966 dans les autres régions que Montréal-Rigaud. Ces recettes ont été de \$92,514.75 dont \$59,774.95 pour le service Montréal-Lasalle-Iberville-Farnham et \$32,739.80 pour celui de Montréal-Bordeaux-Sainte-Thérèse-Mont-Tremblant.

La pièce n° 5 montre les recettes consolidées provenant des abonnements, du 1er juillet 1965 au 30 juin 1966, et les recettes estimatives aux tarifs projetés pour le service de Montréal-Rigaud. M. Warren a expliqué que, dans l'augmentation estimative des recettes, il n'a pas été tenu compte de l'attrition (réduction du nombre de personnes transportées) dans le cas des écoliers et dans celui des employés du chemin de fer voyageant à prix réduits, mais cette attrition dans le cas des autres personnes transportées entre Rigaud et Montréal-Ouest a été estimée à environ 5 p. 100 à l'exception de Lachine où l'attrition devrait être d'environ 25 p. 100. Il a affirmé que le nombre de personnes transportées avait augmenté à Lachine par suite surtout de l'avantage que représentait le prix des cartes d'abonnement sur celui des autobus rapides et par suite de l'état des routes et il prévoit que, même en tenant compte d'une réduction de 25 p. 100 du trafic de Lachine, ce dernier serait encore deux fois ce qu'il était en 1963-1964. Je ferai plus loin des commentaires au sujet de l'attrition prévue.

Explication des dépenses

L'état n° 2 (pièce n° 9), déjà reproduit, montre les frais variables estimatifs du Pacifique-Canadien fondés sur la période juillet 1965-juin 1966, dans l'hypothèse de l'utilisation du matériel actuel. Comme il a également déjà été dit, les coûts estimatifs tiennent compte des niveaux de salaire qui s'appliqueront à la fin des accords en vigueur en juin 1966 et de la récente augmentation de salaire de 18 p. 100.

L'état n° 4 (pièce n° 12), qui est reproduit ci-après, montre une comparaison des éléments du coût selon la pièce n° 12 déposée par la Compagnie dans la cause de 1963 et de ces éléments selon l'état n° 2 (pièce n° 9), mentionné ci-dessus.

Pièce n° 12

ÉTAT N° 4

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN

Comparaisons du coût du service de banlieue Montréal-Vaudreuil-Rigaud

	Selon la pièce n° 12 déposée dans la cause de 1963	Selon la pièce n° 2 déposée dans la cause actuelle	Diffé- rence
Frais variables			
Salaires du personnel de train et de locomotive	\$ 293,967	\$ 372,854	\$ 78,887
Combustible et eau	58,661	86,132	27,471
Dépenses de remise de locomotives, lubrifiants et autres fournitures	28,168	64,997	36,829
Fournitures et dépenses de train	211,154	279,216	68,062
Dépenses d'aiguillage au terminus	37,626	41,215	3,589
Employés et dépenses de gare	39,403	49,958	10,555
Coût de l'impression des billets	1,762	1,964	202
Réparation du matériel – Locomotives	25,807	57,630	31,823
Voitures de voyageurs	233,570	319,914	86,344
Dépréciation du matériel – Locomotives	62,006	66,287	4,281
Voitures de voyageurs	245,835	309,320	63,485
Entretien de la voie	51,989	35,481	(16,508)
Autres dépenses de transport et d'entretien	16,544	24,340	7,796
Total des frais d'exploitation	\$1,306,492	\$1,709,308	\$402,816
Coût estimatif final de l'augmentation de salaire de 18 p. 100		182,888	182,888
Coût estimatif de l'augmentation de 3 p. 100 des prix des matériaux		9,159	9,159
	\$1,306,492	\$1,901,355	\$594,863

	Selon la pièce n° 12 déposée dans la cause de 1963	Selon la pièce n° 2 déposée dans la cause actuelle	Diffé- rence
Frais variables (suite)			
Coût de l'argent: Locomotives	\$ 74,230	\$ 91,443	\$ 17,213
Voitures de voyageurs	363,415	419,505	56,090
Voie	18,649	29,403	10,754
	<u>\$1,762,786</u>	<u>\$2,441,706</u>	<u>\$678,920</u>

Montréal, 9 novembre 1966

Le témoin de la Compagnie dont la déposition concernait le prix de revient a déclaré que les chiffres des frais variables représentaient les frais qui seraient éliminés dans une période de temps raisonnable si les services Montréal-Rigaud n'étaient pas assurés. Je ferai des commentaires sur les seize éléments ou catégories de frais qui sont énumérés dans la pièce n° 12 qui précède. Je me reporterai à la deuxième colonne qui montre les chiffres estimatifs de 1966 et pour beaucoup d'éléments je me reporterai aussi aux chiffres correspondants de 1963 qui figurent dans la première colonne. Lorsqu'il y aura lieu, je ferai des commentaires sur le concept des frais variables et sur la méthode d'établissement du prix de revient.

1. Salaires du personnel de train et de locomotive-\$372,854

Le chiffre de \$372,854 représente les salaires réellement payés au personnel pendant les 12 mois se terminant le 30 juin 1966, redressé de façon à tenir compte des niveaux de salaire qui s'appliqueront à la fin des accords contractuels en vigueur en juin 1966, mais non de l'augmentation de 18 p. 100.

Pendant la période de trois ans allant de 1963 à 1966, l'augmentation totale des salaires payés aux mécaniciens, aux chauffeurs, aux conducteurs, aux chefs de train, aux chefs de train adjoints et aux serre-freins a été d'environ 27 p. 100. Environ \$17,000, soit quelque 6 p. 100, sont attribuables au coût plus élevé de la main-d'oeuvre résultant des nouveaux contrats passés avec les syndicats, tandis que le reste de l'augmentation provient de l'emploi du personnel supplémentaire requis pour assurer un service de banlieue supplémentaire qui a exigé deux trains de plus, une unité diesel de plus et sept employés de train de plus. Les sept employés de train supplémentaires sont un mécanicien, un chauffeur, un chef de train, deux adjoints de chef de train et deux serre-freins.

Je suis convaincu que ce chiffre représente le coût réel des salaires, rectifié de façon à tenir compte des niveaux des salaires à la fin des accords contractuels en vigueur en juin 1966. Il ne comprend pas l'augmentation de salaire de 18 p. 100 qui figure plus loin à titre d'élément distinct.

2. Combustible et eau - \$86,132

Période de 12 mois terminée le 30 avril 1963	\$58,661
Période de 12 mois terminée le 30 juin 1966	<u>86,132</u>
Augmentation de	<u>\$27,471</u>

L'estimation du coût du combustible et de l'eau donnée dans la pièce n° 12 pour 1963 était de \$10,551 plus élevée, puisqu'elle comprenait le combustible utilisé pour la production de vapeur pour le chauffage des voitures pendant que les locomotives se trouvent à Rigaud et à Vaudreuil

pendant les fins de semaine. Il s'agit d'une dépense à imputer sur les fournitures et dépenses de train (chauffage) et, pour les fins de la comparaison, elle a été portée à cette catégorie de dépenses.

Dans la préparation de l'estimation de 1963, la consommation de combustible a été évaluée à 1.8 gallons par mille-unité électrique diesel, ce qui est un peu plus élevé que la consommation moyenne de 1.5 gallons du réseau.

En 1966, des essais ont été faits pendant les mois de janvier et juin afin de déterminer la consommation réelle de combustible des locomotives dans le service de banlieue. Il a été établi que la consommation était de 3.1 gallons par mille-unité électrique diesel en juin et de 5.9 gallons en janvier. Le chiffre de 3 gallons par mille a été utilisé pour l'estimation de la consommation des unités électriques diesel pendant la période de douze mois terminée le 30 juin 1966. Le chiffre de 0.7 gallon par voiture-mille a été utilisé pour les autorails diesel.

Le nombre total de gallons pour la période de 12 mois terminée le 30 juin 1966 s'est élevé à 657,852. Si la même moyenne de 3 gallons par mille était appliquée aux milles-unités, de 1963, le nombre total de gallons serait de 569,163. L'augmentation de la consommation de combustible serait d'environ 16 p. 100, ce qui est en harmonie avec l'augmentation du nombre de milles-voitures.

Au cours de cette période de trois ans, le prix du combustible a baissé légèrement, ce prix étant moindre de 0.5c. par gallon en 1966. Le coût de l'eau a été évalué selon le rapport entre la dépense d'eau et la dépense de combustible du réseau, le coût de l'eau étant 0.87 p. 100 de celui du combustible. Il s'est élevé à \$743 pour la période de 12 mois terminée le 30 juin 1966. Je trouve que le coût estimatif de l'eau et du combustible est raisonnable.

3. Dépenses de remise de locomotives, lubrifiants et autres fournitures.

Période de 12 mois terminée le 30 avril 1963	\$28,168
Période de 12 mois terminée le 30 juin 1966	<u>64,997</u>
Augmentation de	\$36,829

L'augmentation ci-dessus est de plus de 100 p. 100. Le témoin de la Compagnie dont la déposition concernait le prix de revient a expliqué qu'en 1963 il n'aurait été possible d'éliminer qu'un seul manœuvre, en cessant d'exploiter le service de banlieue. Ce calcul des frais évitables était fait suivant une méthode qui ne tient compte que des personnes complètes et exclut les fractions de personnes, c'est-à-dire qu'aucuns frais n'étaient inclus pour les employés qui passent une partie de leur temps dans le servi-

ce de banlieue et une autre dans d'autres services. Ceci s'appliquait dans le cas des personnes employées au nettoyage des locomotives à la gare de triage de Saint-Luc et à celle de Glen.

Depuis 1963, il s'est produit des changements dans le service des voyageurs, y compris la discontinuation du "Dominion" et des services de voyageurs Montréal-Toronto. Il y a eu des changements dans l'organisation aux gares de triage de Saint-Luc et de Glen, y compris la centralisation du nettoyage des locomotives. En conséquence, la Compagnie estime maintenant que neuf manoeuvres de remise de locomotives pourraient être éliminés si le service de banlieue n'était pas assuré. Par rapport à 1963, c'est une augmentation de huit manoeuvres et de salaires d'environ \$31,400. Le reste de l'augmentation, qui s'ajoute au nettoyage, est d'environ \$5,400, ce qui est 20 p. 100 de plus qu'en 1963. Cela est en harmonie avec l'augmentation de 20 p. 100 dans le nombre des locomotives affectées à ce service, soit six au lieu de cinq.

La Commission n'était pas convaincue que des frais de remise de locomotives au montant de \$64,997 devaient être attribués au service de banlieue et elle a chargé un inspecteur du matériel de traction d'étudier cette question. Voici des extraits de son rapport:

"Les 14, 15 et 16 décembre 1966, nous avons observé le service de trains de banlieue à traction diesel entre Montréal et Vaudreuil et les méthodes utilisées à l'atelier relativement aux unités motrices en cause.

Il faut six locomotives de ligne ou de manoeuvre pour ces trains et une locomotive de manoeuvre diesel électrique pour manoeuvrer les voitures de banlieue en mauvais état et pour ramener les lots de voitures à la gare Windsor après examen et réparation à la gare de Glen. Les unités motrices de ligne utilisées dans le service de banlieue consistent en des locomotives de ligne ou de manoeuvre MLW de 1,600 chevaux et en des locomotives GM de 1,500, 1,750 et 2,250 chevaux pendant l'hiver. Pendant l'été, en plus des classes de matériel énumérées ci-dessus, des unités de manoeuvre MLW de 1,800 chevaux sont également utilisées. (Les unités de manoeuvre MLW de 1,800 chevaux ne sont pas munies de générateurs de vapeur). Trois unités de manoeuvre MLW de 1,000 chevaux (7034, 7041 et 7086) sont affectées aux ateliers de Glen pour la manoeuvre des trains de voyageurs et le travail connexe. Ces unités sont affectées comme il est indiqué au tableau A.

TABLEAU A

Affectation	Fonctions	Heures d'équipe
1	Manoeuvre du matériel défectueux et formation des trains	8h. du matin – 4h. du soir
2	Manoeuvre du matériel défectueux et formation des trains	9h. du matin – 5h. du soir
3	Manoeuvre du matériel défectueux et formation des trains	4h. du soir – 11h.59 du soir
4	Manoeuvre du matériel défectueux et formation des trains	4h. du soir – 11h.59 du soir
5	Manoeuvre du matériel défectueux et formation des trains	11h.59 du soir – 7h.59 du matin
6	Manoeuvre – marchandises	11h.59 du soir – 7h.59 du matin

Les locomotives qui traînent les trains de banlieue reculent leurs formations de la gare Windsor à celle de Glen après que les voyageurs en sont descendus. A l'arrivée des voitures ordinaires de banlieue à la gare de triage de Glen, si aucune d'elles n'est en mauvais état les locomotives de manoeuvre n'y touchent pas avant qu'elles soient reconduites à la gare Windsor à temps pour les trains de banlieue du soir. Si des voitures de banlieue ont besoin d'être réparées, les manoeuvres nécessaires ont effectuées par l'une des unités de manoeuvre affectées à la gare de Glen. Les locomotives des trains de banlieue sortants quittent ordinairement les ateliers de Glen une demi-heure avant l'heure à laquelle les trains qu'elles doivent traîner sont censés quitter la gare Windsor.

En général, les locomotives des trains qui quittent la gare Windsor sont dépêchées de la gare de Glen et toutes les locomotives qui arrivent à la gare Windsor vont à la gare de Glen. A la gare de Glen, on assure le service de celles qui n'ont pas à subir l'inspection de parcours ou qui n'ont pas besoin de grosses réparations (ravitaillement en combustible, en eau et autres approvisionnements, au besoin), elles sont nettoyées et font l'objet d'une inspection de voyage par le chaudronnier, le machiniste et l'électricien. Celles qui ont besoin de grosses réparations ou qui ont à subir l'inspection de parcours sont envoyées à Saint-Luc. Les trois locomotives de manoeuvre affectées à la gare de Glen subissent une inspection mensuelle à Saint-Luc; les réparations courantes et le nettoyage de ces locomotives sont effectués par les les équipes d'entretien de la gare de Glen au fur et à mesure des besoins.

Les locomotives diesel affectées au service de banlieue restent à la gare de Glen entre les voyages. Elles ne sont pas affectées à d'autres services pendant cette période, vu qu'en général, il n'y a pas assez de temps.

Les trains de banlieue qui passent la nuit à Rigaud sont chauffés par les générateurs de vapeur de leurs locomotives. Un générateur de vapeur monté sur un wagon plat permet de chauffer une partie de l'équipement de wagon et le reste de cet équipement est chauffé par le générateur de vapeur de la locomotive du train 291 à son arrivée à cet endroit, soit vers 7h.05 du soir.

La quantité de combustible qu'il a fallu pour remplir les réservoirs des locomotives diesel électriques des trains de banlieue sortants le 14 décembre et de celles des trains de banlieue entrants le 15 décembre 1966, le nombre de milles parcourus et la durée du remisage de chaque locomotive à Rigaud ou à Vaudreuil sont indiqués au tableau I. (Ce tableau n'est pas reproduit ici.)

À leur arrivée à la gare de Glen, les locomotives des trains de banlieue sont ravitaillées en sable et en combustible. Pendant ce temps, une inspection d'arrivée de voyage est effectuée par le chaudronnier. Puis, elles sont placées dans l'atelier où elles sont nettoyées; le chaudronnier y remplit les réservoirs à eau des générateurs de vapeur et effectue toutes les réparations nécessaires pendant que le machiniste et l'électricien font leur inspection de voyage. Lorsque les inspections de voyage et les réparations courantes ont été effectuées et que le nettoyage est terminé, les locomotives sont placées à l'extérieur de l'atelier et, avant qu'elles partent pour la gare Windsor, leurs générateurs de vapeur sont mis en fonctionnement par le chaudronnier."

En me fondant sur les conclusions de notre inspecteur, pour les fins de la tarification dans cette cause, j'alloue les salaires de six manœuvres au lieu de neuf comme le voulait le Pacifique-Canadien. J'alloue 50 p. 100 du salaire d'un chaudronnier, d'un machiniste, d'un aide-machiniste et d'un électricien, les autres 50 p. 100 devant être imputés sur d'autres services. J'alloue le tiers plutôt que la totalité de la dépréciation et du coût de l'argent pour une unité de manœuvre diesel.

Les ajustements pour d'autres postes que les salaires des manœuvres seront apportés à des éléments de dépenses qui seront considérés plus loin dans le présent jugement. La réduction que je fais dans les dépenses de remise est de \$13,000.

4. Fournitures et dépenses de train – \$279,216

Période de 12 mois terminée le 30 avril 1963	\$211,154
Période de 12 mois terminée le 30 juin 1966	<u>279,216</u>
Augmentation de	<u>\$ 68,062</u>

L'élément principal de cette catégorie de dépenses est le coût du nettoyage des voitures, qui s'élève à \$211,064, soit environ 75 p. 100 du total de \$279,216. Le coût du nettoyage des voitures a été réparti entre la main-d'oeuvre et les matériaux. La main-d'oeuvre a coûté \$193,449 contre \$153,508 en 1963. La main-d'oeuvre est le salaire des employés dont on n'aurait pas besoin si le service n'était pas assuré. Il y a une augmentation de 26 p. 100, ce qui est un peu plus que le pourcentage d'augmentation des taux de salaire et du nombre de voitures.

L'estimation des matériaux est fondée sur le rapport du réseau et indique une augmentation beaucoup plus forte. Cette estimation est passée de \$9,968 à \$17,615, soit une augmentation de 77 p. 100. Pour les fins du présent jugement, j'ai réduit de \$8,500 le coût de la main-d'oeuvre et des matériaux, pour le nettoyage des voitures.

Le deuxième en importance des éléments de dépenses est le chauffage des voitures à la gare Windsor, à la gare de Glen et à Vaudreuil et Rigaud pendant les fins de semaine. Le montant estimatif est de \$38,581 pour 1966, en regard de \$26,960 en 1963, soit une augmentation de 43 p. 100. Une partie de cette augmentation est attribuable aux salaires plus élevés et une partie aux voitures additionnelles. En outre, cette augmentation n'est pas étrangère au fait que le service de banlieue représente maintenant une partie beaucoup plus considérable du service des voyageurs de la région de Montréal. Je considère cependant que l'augmentation est forte en regard du service additionnel et j'ai déduit \$4,000 du coût du chauffage des voitures.

Dans les cas de l'éclairage, l'estimation de 1966 était de \$20,538 contre \$13,842 en 1963, soit une augmentation de 49 p. 100. L'augmentation est de 20 p. 100 au poste des matériaux, tandis qu'elle est de 57 p. 100 à celui de la main-d'oeuvre. L'augmentation plus forte au poste de la main-d'oeuvre s'explique du fait qu'un autre aide-électricien, au salaire d'environ \$5,000, pourrait maintenant être éliminé si le service de banlieue n'était pas assuré. Je suis convaincu que le coût des services de cet employé supplémentaire pourrait être épargné.

Pour la glace et l'eau, on a évalué l'augmentation à \$651, soit 51 p. 100, en se fondant sur le coût moyen du réseau par voiture-mille. Pour la lubrification et les autres dépenses, l'augmentation a été de \$1,506, soit de 27 p. 100, fondée également sur le coût moyen du réseau. Je ne suis pas con-

vaincu que l'augmentation de ces deux éléments doive être aussi forte, et je l'ai réduite de \$500.

Au total, les réductions au poste des fournitures et des dépenses de train, s'élèvent à \$13,000.

5. Dépenses d'aiguillage au terminus – \$41,215

Période de 12 mois terminée le 30 avril 1963	\$37,626
Période de 12 mois terminée le 30 juin 1966	<u>41,215</u>
Augmentation de	<u>\$ 3,589</u>

Cette estimation est fondée sur la moyenne de la gare de Glen multipliée par le nombre d'heures-locomotives évitables. Je suis convaincu que cette augmentation est généralement en harmonie avec l'augmentation des taux de salaire.

6. Employés et dépenses de gare – \$49,958

Période de 12 mois terminée le 30 avril 1963	\$39,403
Période de 12 mois terminée le 30 juin 1966	<u>49,958</u>
Augmentation de	<u>\$10,555</u>

Je suis convaincu que cette estimation représente une épargne éventuelle au poste des salaires des employés de gare et au poste du combustible et de l'électricité.

7. Coût de l'impression des billets

Période de 12 mois terminée le 30 avril 1963	\$ 1,762
Période de 12 mois terminée le 30 juin 1966	<u>1,964</u>
Augmentation de	<u>\$ 202</u>

Cette estimation montre une augmentation du coût de l'impression des cartes d'abonnement et de la vente des cartes de 10 passages. Je n'ai pas fait de changements à cette estimation.

8. Réparation des locomotives – \$57,630

Période de 12 mois terminée le 30 avril 1963	\$25,807
Période de 12 mois terminée le 30 juin 1966	<u>57,630</u>
Augmentation de	<u>\$31,823</u>

Les épargnes éventuelles en ce qui concerne la réparation des locomotives sont plus du double de celles qui étaient prévues dans l'estimation de 1963. Cela est dû, en partie, aux salaires plus élevés et au prix des maté-

riaux. Cela provient aussi du fait qu'une locomotive de ligne supplémentaire a été affectée au service de banlieue. La majeure partie de l'augmentation est attribuable, cependant, à l'épargne prévue du salaire de deux employés de plus.

En 1963, la Compagnie prévoyait que les salaires d'un machiniste et d'un aide-machiniste pouvaient être éliminés aux ateliers de Glen si le service de banlieue n'était pas assuré. Pour 1966, l'estimation comprend aussi les salaires d'un chaudronnier et d'un électricien, ce qui constitue une augmentation de \$12,000 pour la main-d'oeuvre. Le montant estimatif a également été augmenté pour les matériaux; il est de \$13,000 de plus. L'estimation pour les matériaux est fondée sur le rapport matériaux-main-d'oeuvre du réseau.

La preuve ne m'a pas convaincu que l'épargne éventuelle soit aussi forte qu'on le prévoit et, comme je l'ai dit dans la section relative aux dépenses de remise, je vais allouer 50 p. 100 du coût de la main-d'oeuvre pour un chaudronnier, un machiniste, un aide-machiniste, un électricien et une partie des dépenses de matériaux. J'ai déduit au total \$25,000 de cette estimation.

9. Réparations des voitures – \$319,914

Période de 12 mois terminée le 30 avril 1963	\$233,570
Période de 12 mois terminée le 30 juin 1966	<u>319,914</u>
Augmentation de	<u>\$ 86,344</u>

Une partie de l'augmentation prévue dans cette estimation est attribuable aux salaires et aux prix plus élevés et une partie provient de l'addition de matériel, c'est-à-dire un autre autorail diesel et huit autres voitures ordinaires en acier. Le coût annuel des réparations à l'atelier des autorails et des 40 voitures ordinaires B a diminué d'environ 20 p. 100. Bien que cette diminution soit contrebalancée en partie par des dépenses plus fortes pour les réparations courantes, l'augmentation principale au poste de la réparation des voitures provient du coût des réparations en atelier des 24 voitures ordinaires en acier.

Les 24 voitures en acier sont de vieux wagons qui ont besoin d'être rénovés pour continuer à être utilisés. Le coût annuel moyen de la rénovation de ces voitures, s'il est réparti sur une période de cinq ans, est de \$93,000 par année, soit environ \$3,900 par voiture, comparativement à \$1,600 par voiture pour de légères réparations en 1963.

L'état n° 3 (pièce n° 9) montre que si les 24 voitures en acier étaient remplacées par des voitures de banlieue réversibles, le coût de la réparation des voitures baisserait de \$78,696 par année, bien que la dépréciation augmenterait de \$31,406 et que le coût des autres éléments changerait aussi.

La Compagnie estime que le remplacement des 24 voitures en acier par du matériel réversible pourrait apporter une réduction nette des frais variables de \$200,000 par année, compte non tenu du coût de l'argent.

L'utilisation de matériel réversible augmenterait de \$188,348 le coût de l'argent, surtout à cause de plus fortes immobilisations pour les voitures à voyageurs. L'état n° 3 (pièce n° 9) montre que, lorsque le coût de l'argent à 11.4 p. 100 est compris, la réduction globale nette est d'environ \$11,539. Cependant, si le taux de 11.4 p. 100 était remplacé par un taux de 6 p. 100 dans l'estimation du coût de l'argent, l'augmentation du coût de l'argent ne serait que de \$99,130 et la réduction nette résultant de l'utilisation de matériel réversible serait de \$100,757 au lieu de \$11,539.

J'ai étudié les facteurs susmentionnés et je ne suis pas convaincu qu'il soit approprié, pour les fins de la tarification, d'allouer, au titre des frais variables du service d'abonnés, le plein montant de \$93,000 par année pour une période de cinq ans pour la rénovation, montant représentant le coût annuel des réparations en ateliers des 24 voitures ordinaires. J'ai, pour les fins du présent jugement, réduit de \$50,000 cette estimation.

10. Dépréciation des locomotives – \$66,287

Période de 12 mois terminée le 30 avril 1963	\$62,006
Période de 12 mois terminée le 30 juin 1966	<u>66,287</u>
Augmentation de	<u>\$ 4,281</u>

L'estimation de 1966 comprend la dépréciation de 6 unités de ligne et d'une unité de manoeuvre affectées au service de banlieue. Comme je l'ai mentionné dans mes commentaires sur les dépenses de remise de locomotives, j'allouerai, pour les fins de la tarification, le tiers plutôt que la totalité de la dépréciation d'une unité de manoeuvre. J'ai réduit de \$3,000 la dépréciation des locomotives.

11. Dépréciation des voitures – \$309,320

Période de 12 mois terminée le 30 avril 1963	\$245,835
Période de 12 mois terminée le 30 juin 1966	<u>309,320</u>
Augmentation de	<u>\$ 63,485</u>

Je suis convaincu que l'augmentation de 26 p. 100 au poste de la dépréciation des voitures est en harmonie avec l'augmentation des investissements dans les voitures et le taux de dépréciation approuvé par la Commission.

Dans l'étude de la dépréciation, j'ai noté l'impression générale exprimée aux audiences de la Commission, y compris l'audience de date récente sur

les tarifs d'abonnement, que, dans les tarifs, aucune dépréciation ne devrait être allouée pour la dépréciation des voitures dont l'âge dépasse la durée utile moyenne. On dit qu'elles sont complètement amorties et qu'aucun montant ne devrait plus être alloué à ce titre. Il existe deux raisons à l'encontre de cette théorie.

Premièrement, il y a le fait que, dans une entreprise comme une compagnie de chemin de fer, où il existe de nombreux biens d'une même catégorie, ces biens sont "groupés" pour les fins de la dépréciation. Toutes les voitures sont dans un groupe, les études sur la durée utile et la récupération étant faites sur l'ensemble du groupe. Certaines des voitures dans ce groupe considérable sont désaffectées avant d'atteindre la fin de la durée utile moyenne du groupe, par exemple les voitures qui sont impliquées dans des accidents. D'autres restent en service après la fin de la durée utile moyenne du groupe.

Lorsque les voitures qui ont duré peu de temps sont désaffectées, la dépréciation cesse de s'accumuler à l'égard de ces voitures puisqu'elle est déduite du compte des immobilisations. Le reste de la dépréciation des voitures dont la durée est courte doit être recouvrée par des débits sur les voitures qui durent longtemps, la mise de fonds que représente ces voitures demeurant dans les livres de la compagnie. Telle est la nature de la dépréciation par groupe, et aucun autre système ne serait aussi équitable du point de vue d'une comptabilité ferroviaire apppropiée.

Deuxièmement, les tarifs d'abonnement ne sont pas seulement pour les usagers actuels, ils s'appliquent aussi aux usagers futurs du service de banlieue. Il ne serait pas équitable de faire payer aux usagers d'une certaine période une dépréciation plus forte sur des voitures qui approchent de la fin de la durée utile moyenne du groupe mais qui peuvent encore servir pour quelques années de plus, puis cesser d'en faire la dépréciation et permettre aux usagers des quelques dernières années de s'en servir sans payer pour la dépréciation. Lorsque des tarifs d'abonnement sont déposés, il est normalement entendu qu'ils demeureront en vigueur pour tous les usagers du service jusqu'à ce qu'il y ait un changement général dans le rapport entre les recettes et les dépenses.

12. Entretien de la voie — \$35,481

Période de 12 mois terminée le 30 avril 1963	\$51,989
Période de 12 mois terminée le 30 juin 1966	35,481
Diminution de	<u>\$16,508</u>

Dans la cause de 1963, la Commission n'était pas convaincue que le plein montant estimatif de l'entretien de la voie dût être imputé sur le service

de banlieue, et elle a fait une réduction de \$6,000 pour les fins du jugement. Les facteurs de variabilité et de coût établis par analyse régressive indiquent maintenant une autre réduction au niveau de \$35,481, montant que j'ai accepté pour les fins du présent jugement.

13. Autres dépenses de transport et d'entretien – \$24,340

Période de 12 mois terminée le 30 avril 1963	\$16,544
Période de 12 mois terminée le 30 juin 1966	24,340
Augmentation de	<u>\$ 7,796</u>

Ces autres dépenses représentent la portion variable des éléments de dépense dont il n'a pas été spécifiquement tenu compte dans les éléments de dépenses qui précèdent. Elles comprennent des éléments comme la surveillance, la papeterie, l'assurance, les dommages à la propriété, la réparation des machines – outils et des machines électromotrices; les blessures subies par des personnes. Pour déterminer ces montants, on a appliqué au service de banlieue les taux de dépense du réseau.

Il est difficile d'appuyer le genre d'estimation ci-dessus en se reportant à des dépenses évitables déterminées. Cependant, il incombe à la compagnie de convaincre la Commission que l'épargne pourrait être réalisée si le service de banlieue n'était pas assuré.

Je ne suis pas convaincu que le chiffre estimatif de \$24,340 ne soit pas un chiffre élevé pour cette catégorie de dépenses et je l'ai réduit de \$4,000 pour les fins du présent jugement.

14. Coût estimatif final de l'augmentation de 18 p. 100	–	\$182,888
15. Augmentation du prix des matériaux, 3 p. 100	–	9,159
		<u>\$192,047</u>

Les rejets antérieurs relatifs aux éléments de dépense, autres que la dépréciation des locomotives, comportent des réductions des dépenses de main-d'oeuvre ou de matériaux, ou des deux. Ces réductions pour la main-d'oeuvre et les matériaux produiront une réduction de \$14,000 du coût estimatif final de l'augmentation de salaire de 18 p. 100 et une réduction de \$800 du coût de l'augmentation de 3 p. 100 des prix des matériaux.

16. Coût de l'argent – \$540,351

On a calculé le coût de l'argent en appliquant à la valeur amortie nette de la mise de fonds, comme il est indiqué ci-dessous, un taux de 11.4 p. 100, qui est le coût de l'argent à long terme, y compris la provision pour impôt sur le revenu, de la Compagnie du Pacifique-Canadien.

	<u>Valeur amortie</u> nette	<u>Coût de l'argent</u> 11.4%
6 locomotives diesel de ligne	\$ 721,566	\$ 82,259
1 locomotive de manoeuvre	80,558	9,184
40 voitures ordinaires 'B'	2,196,119	250,358
24 voitures en acier	--	--
11 autorails diesel	1,483,746	169,147
Voie	257,919	29,403
	<u>\$4,739,908</u>	<u>\$540,351</u>

Dans la cause de 1963, la Commission a accordé un montant représentant le coût de l'argent établi d'après un taux d'intérêt de 5 p. 100 plutôt que de 11.4 p. 100. Le coût de l'argent ayant augmenté depuis, je considère qu'il est maintenant raisonnable de l'établir d'après un taux d'intérêt de 6 p. 100 plutôt que de 11.4 p. 100.

J'ai réduit des deux tiers la valeur amortie nette de la locomotive de manoeuvre et j'ai appliqué un taux d'intérêt de 6 p. 100, ce qui entraîne une réduction d'environ \$259,000 dans le coût de l'argent.

Le total des montants rejetés s'établit à \$381,800, ce qui réduit les frais variables aux fins du présent jugement de \$2,441,706 à \$2,059,906.

Tarifs

Les tarifs actuels applicables aux services Montréal-Rigaud et les tarifs demandés par le Pacifique-Canadien sont donnés dans les pièces nos 2, 3, 4A, 4B et 4C, reproduites dans cet ordre.

**COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN
TARIFS D'ABONNEMENT PROJÉTÉS MONTREAL-RIGAUD**

MILLES	ENTRE MONTREAL ET	PUBLIC EN GÉNÉRAL										ÉCOLIERS											
		CARTES DE 10 PASSAGES					CARTES DE 40 PASSAGES					CARTES DE 40 PASSAGES					CARTES DE 40 PASSAGES						
		Hausse		Tarif projeté	% de la hausse	Tarif Actuel	Hausse		Tarif projeté	% de la hausse	Tarif Actuel	Hausse		Le pas- sage	Tarif projeté	% de la hausse	Hausse		Le pas- sage	Tarif projeté	% de la hausse		
		Le pas- sage	C. \$	C. \$	Le pas- sage		C. \$	C. \$	Le pas- sage	C. \$		C. \$	Le pas- sage	C. \$									
2.0	Westmount....	---	---	---	---	11.00	---	---	---	---	11.00	---	---	---	---	5.95	---	---	---	---	5.95	---	
4.7	Montréal-Ouest	---	---	---	---	11.30	---	---	---	---	11.30	---	---	5	2.00	13.30	17.7	---	---	1 3/4	.70	6.95	11.8
6.1	Sortin.....	---	---	---	---	11.90	---	---	---	---	11.90	---	---	---	---	13.90	16.8	---	---	2 1/2	1.00	6.95	16.8
7.6	Lachine	3.50	5	Δ 4.00	14.2	11.90	---	---	---	---	11.90	---	---	10	4.00	15.90	33.6	---	---	5	2.00	7.95	33.6
8.0	Grovehill	3.50	---	Δ 4.00	14.2	11.90	---	---	---	---	11.90	---	---	---	---	15.90	33.6	---	---	---	---	7.95	33.6
9.5	Dorval	3.50	10	1.00	28.6	12.10	---	---	---	---	12.10	---	---	---	---	16.10	33.1	---	---	---	---	8.05	33.1
10.7	Pine Beach ..	3.80	---	5.05	32.9	13.10	---	---	---	---	13.10	---	---	---	---	18.10	38.2	---	---	---	---	9.05	38.2
11.4	Strathmore	4.10	---	5.35	30.5	14.10	---	---	---	---	14.10	---	---	12 1/2	5.00	19.10	35.5	---	---	6 1/4	2.50	9.55	35.5
12.0	Valois	4.10	---	5.35	30.5	14.10	---	---	---	---	14.10	---	---	---	---	19.10	35.5	---	---	---	---	9.55	35.5
12.6	Lakeside	4.40	---	5.65	28.4	15.10	---	---	---	---	15.10	---	---	---	---	20.10	33.1	---	---	---	---	10.05	33.1
13.4	Cedar Park	4.70	---	5.95	26.6	16.15	---	---	---	---	16.15	---	---	---	---	22.15	37.2	---	---	---	---	11.10	37.9
13.9	Pointe-Claire .	4.70	---	5.95	26.6	16.15	---	---	---	---	16.15	---	---	---	---	22.15	37.2	---	---	7 5/8	3.05	11.10	37.9
14.9	Beaconsfield .	5.00	---	6.25	25.0	17.05	---	---	---	---	17.05	---	---	---	---	23.05	35.2	---	---	---	---	11.55	35.9
16.8	Beaurepaire ..	5.60	---	7.10	26.8	19.10	---	---	---	---	19.10	---	---	15	6.00	25.10	31.4	---	---	7 1/2	3.00	12.55	31.4
18.5	Baie-d'Urfe ..	6.20	---	7.70	24.2	21.10	---	---	---	---	21.10	---	---	---	---	27.10	28.4	---	---	---	---	13.55	28.4
20.3	Sainte-Anne....	6.80	15	8.30	22.1	23.15	---	---	---	---	23.15	---	---	---	---	29.15	25.9	---	---	---	---	14.60	26.4
21.3	Brucy	7.10	---	8.60	21.1	24.15	---	---	---	---	24.15	---	---	---	---	30.15	24.8	---	---	---	---	15.10	25.3
22.9	Ile-Perrot (Terrace)....	7.40	---	8.90	20.3	25.15	---	---	---	---	25.15	---	---	---	---	31.15	23.9	---	---	7 5/8	3.05	15.60	24.3
23.6	Vaudreuil	7.70	---	9.20	19.5	26.25	---	---	---	---	26.25	---	---	---	---	32.25	22.9	---	---	---	---	16.15	23.3
29.9	Como	9.50	---	11.50	21.1	32.25	---	---	---	---	32.25	---	---	---	---	37.25	15.5	---	---	6 3/8	2.55	18.65	15.8
32.0	Hudson	10.40	---	12.10	16.3	35.20	---	---	---	---	35.20	---	---	---	---	39.25	11.5	---	---	5 1/8	2.05	19.65	11.6
32.6	Hudson Heights	10.40	---	12.40	19.2	35.20	---	---	---	---	35.20	---	---	---	---	40.20	14.2	---	---	6 1/4	2.50	20.10	14.2
34.2	Altonvale	11.00	20	13.00	18.2	37.20	---	---	---	---	37.20	---	---	12 1/2	5.00	42.20	13.4	---	---	6 1/4	2.50	21.10	13.4
36.0	Choisy	11.60	---	13.30	14.7	39.30	---	---	---	---	39.30	---	---	---	---	43.30	10.2	---	---	5	2.00	21.65	10.2
37.8	Dragon	11.90	---	13.90	16.8	40.40	---	---	---	---	40.40	---	---	---	---	45.40	12.4	---	---	6 1/4	2.50	22.70	12.4
40.1	Rigaud	12.80	---	14.80	15.6	43.35	---	---	---	---	43.35	---	---	---	---	48.35	11.5	---	---	6 3/8	2.55	24.20	11.8

■ — Correspond au changement de distance

Δ — Représente 40c. en espèces — Aucune réduction pour carte de 10 passages.

— D'après le tarif projeté à Montréal-Ouest, sujet à une hausse de 30c. à 35c. du tarif minimum, sous réserve de l'approbation de la Commission des transports du Canada.

Bureau des tarifs voyageurs
Montréal (P.Q.)
Le 31 octobre 1966

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN
PRIX DU PASSAGE EN ESPÈCES À WESTMOUNT ET MONTRÉAL-ouest

MILLES	ENTRE MONTREAL ET	TARIF ACTUEL		TARIF PROJETÉ		Prix du billet d'autobus express de la Commission des transports de Montréal
		Par passage payé en espèces	Rendement par mille	Par passage payé en espèces	Rendement par mille	
2	Westmount.....	30c.	15c.	30c.	15c.	40c.
5	Montréal-Ouest.....	30c.	6c.	35c.	7c.	40c.

Bureau des tarifs voyageurs
Montréal (P.Q.)
Le 9 novembre 1966

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN
TARIFS D'ABONNEMENT POUR 10 PASSAGES MONTRÉAL-RIGAUD

MILLES	ENTRE MONTRÉAL ET	TARIFS ACTUELS			TARIFS PROJÉTÉS			PRIX DU PASSAGE EN ESPECES (5c. le mille)		LE VOYAGEUR PROVINCIAL	
		Prix global	Prix du pas- sage	Ren- de- ment par mille	Prix global	Prix du pas- sage	Ren- de- ment par mille			Cartes de 12 pas- sages	Prix du pas- sage
		\$	\$	c.	\$	\$	c.	\$		\$	\$
2	Westmount.....	NONEN VENTE									x.40
5	Montréal-Ouest.....	NONEN VENTE									x.40
7	Sortin.....	NONEN VENTE									---
8	Lachine.....	3.50	.35	4.375	Δ 4.00	.40	5				x.45
8	Grovehill.....	3.50	.35	4.375	Δ 4.00	.40	5				---
10	Dorval.....	3.50	.35	3.5	4.50	.45	4.5	.50		5.80	.48 1/3
11	Pine Beach....	3.80	.38	3.45	5.05	.50 1/2	4.59	.55		---	---
12	Strathmore.....	4.10	.41	3.42	5.35	.53 1/2	4.46	.60		5.80	.48 1/3
12	Valois.....	4.10	.41	3.42	5.35	.53 1/2	4.46	.60		6.25	.52
13	Lakeside.....	4.40	.44	3.38	5.65	.56 1/2	4.35	.65		6.25	.52
14	Cedar Park.....	4.70	.47	3.36	5.95	.59 1/2	4.25	.70		---	---
14	Pointe-Claire...	4.70	.47	3.36	5.95	.59 1/2	4.25	.70		6.75	.56 1/4
15	Beaconsfield...	5.00	.50	3.33	6.25	.62 1/2	4.17	.75		7.20	.60
17	Beaurepaire.....	5.60	.56	3.29	7.10	.71	4.18	.85		7.70	.64 1/6
19	Baie-d'Urfé.....	6.20	.62	3.26	7.70	.77	4.05	.95		8.20	.68 1/3
21	Sainte-Anne.....	6.80	.68	3.24	8.30	.83	3.95	1.05		8.65	.72 1/12
22	Brucy.....	7.10	.71	3.23	8.60	.86	3.91	1.10		---	---
23	Ile-Perrot										
	(Terrace).....	7.40	.74	3.22	8.90	.89	3.87	1.15		8.65	.72 1/12
24	Vaudreuil.....	7.70	.77	3.21	9.20	.92	3.83	1.20		9.15	.76 1/4
30	Como.....	9.50	.95	3.17	11.50	1.15	3.83	1.50		11.55	.96 1/4
32	Hudson..... ■	10.40	1.04	3.15	12.10	1.21	3.78	1.60		12.00	1.00
								Exc. V-S V et S			
								\$	\$		
33	Hudson Heights	10.40	1.04	3.15	12.40	1.24	3.76	1.60	1.65	12.00	1.00
								Y4.84	Y .05		
35	Alstonvale.....	11.00	1.10	3.14	13.00	1.30	3.71	1.65	1.75	---	---
								Y4.71	Y .05		
36	Choisy.....	11.60	1.16	3.14	13.30	1.33	3.69	1.65	1.75	13.45	1.12 1/12
								Y4.58	Y4.86		
38	Dragon.....	11.90	1.19	3.13	13.90	1.39	3.66	1.70	1.85	13.95	1.16 1/4
								Y4.47	Y4.87		
41	Rigaud.....	12.80	1.28	3.12	14.80	1.48	3.61	1.75	1.95	14.40	1.20
								Y4.27	Y4.76		

REMARQUE. — Le délai d'utilisation des cartes de 10 passages du Pacifique-Canadien est de 3 mois.

Le délai d'utilisation des cartes de 12 passages du Voyageur Provincial est de 1 mois.

Y — Rendement par mille

Δ — Représente 40c. en espèces à 5c. le mille.

■ — Correspond au changement de distance. x — Prix du billet d'autobus express de la Commission des transports de Montréal.

Bureau des tarifs voyageurs
Montréal (P.Q.)

Le 31 octobre 1966

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN
TARIFS D'ABONNEMENT POUR 40 PASSAGES MONTRÉAL-RIGAUD

MIL- LES	ENTRÉ MONTREAL ET	TARIFS ACTUELS			TARIFS PROJÉTÉS			PRIX DU PASSAGE EN ESPÈCES (5c. 1e mille)	LE VOYAGEUR PROVINCIAL		
		Prix global	Prix du pas- sage	Rende- ment par mille	Prix global	Prix du pas- sage	Rende- ment par mille		Cartes de 20 pas- sages	Prix du pas- sage	
		\$	\$	c.	\$	\$	c.	\$	\$	\$	
2	Westmount.....	11.00	.27 1/2	13.75	11.00	.27 1/2	13.75	† .30	---	x.40	
5	Montréal-Ouest.	11.30	.28 1/4	5.65	#13.30	.33 1/4	6.65	# .35	---	x.40	
7	Sortin	11.90	.29 3/4	4.25	13.90	.34 3/4	4.9645	.35	---	---	
8	Lachine.....	11.90	.29 3/4	3.71875	15.90	.39 3/4	4.96875	.40	---	x.45	
8	Grovehill.....	11.90	.29 3/4	3.71875	15.90	.39 3/4	4.96875	.40	---	---	
10	Dorval.....	12.10	.30 1/4	3.025	16.10	.40 1/4	4.025	.50	7.40	.37	
11	Pine Beach ...	13.10	.32 3/4	2.98	18.10	.45 1/4	4.11	.55	---	---	
12	Strathmore.....	14.10	.35 1/4	2.9375	19.10	.47 3/4	3.98	.60	7.45	.37 1/4	
12	Valois.....	14.10	.35 1/4	2.9375	19.10	.47 3/4	3.98	.60	7.80	.39	
13	Lakeside.....	15.10	.37 3/4	2.9	20.10	.50 1/4	3.87	.65	8.00	.40	
14	Cedar Park ...	16.15	.40 3/8	2.88	22.15	.55 3/8	3.96	.70	---	---	
14	Pointe-Claire ..	16.15	.40 3/8	2.88	22.15	.55 3/8	3.96	.70	8.45	.42 1/4	
15	Beaconsfield ..	17.05	.42 5/8	2.84	23.05	.57 5/8	3.84	.75	8.70	.43 1/2	
17	Beaurepaire ...	19.10	.47 3/4	2.81	25.10	.62 3/4	3.69	.85	9.00	.45	
19	Baie-d'Urfé....	21.10	.52 3/4	2.78	27.10	.67 3/4	3.57	.95	9.60	.48	
21	Sainte-Anne ...	23.15	.57 7/8	2.76	29.15	.72 7/8	3.47	1.05	10.10	.50 1/2	
22	Brucy.....	24.15	.60 3/8	2.74	30.15	.75 3/8	3.43	1.10	---	---	
23	Ile-Perrot (Terrace)....	25.15	.62 7/8	2.73	31.15	.77 7/8	3.39	1.15	10.25	.51 1/4	
24	Vaudreuil	26.25	.65 5/8	2.73	32.25	.80 5/8	3.36	1.20	10.75	.53 3/4	
30	Como.....	32.25	.80 5/8	2.69	37.25	.93 1/8	3.10	1.50	13.10	.65 1/2	
32	Hudson	35.20	.88	2.66	39.25	.98 1/8	3.07	1.60	13.50	.67 1/2	
								Exc. V-S	V-S		
33	Hudson Heights	35.20	.88	2.66	40.20	1.00 1/2	3.05	\$ 1.60	\$ 1.65	13.70	.68 1/2
35								Y4.85	Y .05		
35	Alstonvale	37.20	.93	2.66	42.20	1.05 1/2	3.01	1.65	1.75	---	---
								Y4.71	Y .05		
36	Choisy.....	39.30	.98 1/4	2.66	43.30	1.08 1/4	3.01	1.65	1.75	14.70	.73 1/2
								Y4.58	Y4.86		
38	Dragon.....	40.40	1.01	2.66	45.40	1.13 1/2	2.99	1.70	1.85	15.45	.77 1/4
								Y4.47	Y4.87		
41	Rigaud.....	43.35	1.08 3/8	2.64	48.35	1.20 7/8	2.95	1.75	1.95	16.30	.81 1/2
								Y4.27	Y4.76		

- Tarif projeté à Montréal-Ouest, sujet à une hausse de 30c. à 35c. du tarif minimum, sous réserve de l'approbation de la Commission des transports du Canada.

■ - Correspond au changement de distance.

† - Tarif minimum.

Y - Rendement par mille.

x - Prix du billet d'autobus express de la Commission des transports de Montréal.

REMARQUE. - Le délai d'utilisation des cartes de 40 passages du Pacifique-Canadien est de 32 jours.
 Le délai d'utilisation des cartes de 20 passages du Voyageur Provincial est de 14 jours ouvrables.

Bureau des tarifs voyageurs
 Montréal (P.Q.)
 Le 31 octobre 1966

COMPAGNIE DE CHEMIN DE FER DU PACIFIQUE-CANADIEN
TARIFS D'ABONNEMENT POUR ÉCOLIERS (CARTE DE 40 PASSAGES)
MONTREAL-RIGAUD

MILLES	ENTRE MONTREAL ET	TARIFS ACTUELS			TARIFS PROJETES			LE VOYAGEUR PROVINCIAL	
		Prix global	Prix du passage	Rende- ment par mille	Prix global	Prix du passage	Rende- ment par mille	Carte de 20 pas- sages	Prix du passage
		\$	\$	¢	\$	\$	¢	\$	\$
2	Westmount	5.95	.14 7/8	7.4375	5.95	.14 7/8	7.4375	---	x.22
5	Montreal-Ouest	5.95	.14 7/8	2.975	# 6.65	.16 5/8	3.325	---	x.22
7	Sortin	5.95	.14 7/8	2.125	6.95	.17 3/8	2.48	---	---
8	Lachine	5.95	.14 7/8	1.86	7.95	.19 7/8	2.48	---	x.27
8	Grovehill	5.95	.14 7/8	1.86	7.95	.19 7/8	2.48	---	---
10	Dorval	6.05	.15 1/8	1.5125	8.05	.20 1/8	2.01	5.55	.27 3/4
11	Pine Beach	6.55	.16 3/8	1.49	9.05	.22 5/8	2.06	---	---
12	Strathmore	7.05	.17 5/8	1.47	9.55	.23 7/8	1.99	5.60	.28
12	Valois	7.05	.17 5/8	1.47	9.55	.23 7/8	1.99	5.85	.29 1/4
13	Lakeside	7.55	.18 7/8	1.45	10.05	.25 1/8	1.93	6.00	.30
14	Cedar Park	8.05	.20 1/8	1.4375	11.10	.27 3/4	1.98	---	---
14	Pointe-Claire	8.05	.20 1/8	1.4375	11.10	.27 3/4	1.98	6.35	.31 3/4
15	Beaconsfield	8.50	.21 1/4	1.42	11.55	.28 7/8	1.925	6.55	.32 3/4
17	Beaurepaire	9.55	.23 7/8	1.40	12.55	.31 3/8	1.85	6.75	.33 3/4
19	Baie-d'Urfé	10.55	.26 3/8	1.39	13.55	.33 7/8	1.78	7.20	.36
21	Sainte-Anne	11.55	.28 7/8	1.375	14.60	.36 1/2	1.74	7.60	.38
22	Brucy	12.05	.30 1/8	1.37	15.10	.37 3/4	1.72	---	---
23	Ile-Perrot (Terrace)	12.55	.31 3/8	1.36	15.60	.39	1.70	7.70	.38 1/2
24	Vaudreuil	13.10	.32 3/4	1.36	16.15	.40 3/8	1.68	8.10	.40 1/2
30	Como	16.10	.40 1/4	1.34	18.65	.46 5/8	1.55	9.85	.49 1/4
32	Hudson	17.60	.44	1.33	19.65	.49 1/8	1.54	10.15	.50 3/4
33	Hudson Heights	17.60	.44	1.33	20.10	.50 1/4	1.52	10.30	.51 1/2
35	Altonvale	18.60	.46 1/2	1.33	21.10	.52 3/4	1.51	---	---
36	Choisy	19.65	.49 1/8	1.33	21.65	.54 1/8	1.50	11.05	.55 1/4
38	Dragon	20.20	.50 1/2	1.33	22.70	.56 3/4	1.49	11.60	.58
41	Rigaud	21.65	.54 1/8	1.32	24.20	.60 1/2	1.48	12.25	.61 1/4

- Tarif projeté à Montréal-Ouest, sujet à une hausse de 30c. à 35c. du tarif minimum sous réserve de l'approbation de la Commission des transports du Canada.

■ - Correspond au changement de distance.

x - Commission des transports de Montréal: billet d'écuyer (6 pour 50c.) plus argent.

REMARQUE. - Le délai d'utilisation de la carte de 40 passages, pour écoliers, du Pacifique-Canadien est de 30 jours.

Le délai d'utilisation de la carte de 20 passages, pour écoliers, du Voyageur Provincial est de 14 jours scolaires.

Bureau des tarifs voyageurs
 Montréal (P.Q.)

Le 31 octobre 1966

On a déploré le fait que les hausses de tarif varient sensiblement d'une agglomération à l'autre, comme c'est le cas à Beaconsfield (hausse de 35 p. 100) par rapport à Westmount et Montréal-Ouest (aucune hausse), et que les écarts qui existent entre les diverses hausses entravent l'expansion des municipalités et désavantagent les voyageurs de longs parcours par rapport à ceux qui parcourent de courtes distances.

En plus des tarifs d'abonnement majorés, le Pacifique-Canadien a déposé des tarifs de voyageurs ordinaires révisés portant une hausse de 5c. du prix minimum du passage entre Montréal et Montréal-Ouest, portant le tarif actuel de 30c. à 35c. Cette hausse a été mentionnée et discutée au cours de l'audience. Sous réserve de l'approbation de ce tarif de 35c. par la Commission, le Pacifique-Canadien a déclaré qu'il avait l'intention de déposer un tarif supplémentaire visant à hausser de \$2 le prix des cartes d'abonnement de 40 passages à l'usage du public voyageur entre Montréal et Montréal-Ouest et de \$1 celui des cartes de 40 passages à l'usage des écoliers. Le Pacifique-Canadien a inclus les recettes qui proviendraient de ces hausses projetées dans les estimations présentées dans cette cause. Pour les raisons que je mentionnerai plus loin, j'autoriserais la compagnie à hausser jusqu'à 40c. au plus le prix minimum du passage entre Montréal et Montréal-Ouest et à hausser en conséquence le prix des cartes d'abonnement de 40 passages à l'usage du public en général et des écoliers entre ces endroits.

Pour expliquer la décision de ne pas hausser le tarif de 30c. applicable à Westmount, M. Warren a signalé que vu que cette localité est si près de Montréal et que les voyageurs peuvent emprunter d'autres moyens de transport, une hausse du tarif aurait comme résultat une réduction du nombre de voyageurs et des recettes globales du tarif de Westmount. Cette explication me semble fondée.

Déclarations du président de la Compagnie de chemin de fer du Pacifique-Canadien

Lors de l'audience, on a fait mention de déclarations faites par le président du Pacifique-Canadien, M. I.D. Sinclair, devant le Comité permanent des transports et communications de la Chambre des communes. Voici certains passages du compte rendu des délibérations du Comité:

"M. Sinclair: ... Il y a une demande réelle pour le service des abonnés de saison voyageant chaque jour sur le Lakeshore, à partir de Montréal. Le barème des prix est fixé par la Commission et le service fait des recettes malgré son prix de revient variable. Nous le réglons sur le nombre brut de clients de la région et il y a une demande effective de voyageurs sur le trajet Rigaud-Montréal sur le Lakeshore. Nous y suffisons et, autant que nous pouvons le prévoir, nous serons en mesure de suffire à un besoin qui existera toujours. Nous n'avons pas besoin d'être poussés à le faire. Cela fait partie de notre commerce et nous sollicitons la clientèle." (8 mars 1966, p. 193)

"M. Sinclair: Je sais qu'à l'heure actuelle le service de banlieue qui à un certain moment ne compensait pas ses frais variables, après un rajustement des prix de passage et quelques autres rectifications du service, peut maintenant faire face à une demande réelle et rapporte plus que son coût variable." (8 mars 1966, p. 204)

"M. Sinclair: Permettez-moi de vous donner un exemple. Il me semble que j'entends encore un monsieur dire ici ce matin que ces trains de banlieue devaient être supprimés parce qu'ils étaient déficitaires. Comme nous l'avons dit alors, nous étions d'avis que ces trains triompheraient de leurs difficultés. Il nous fallait procéder à différentes rectifications. Nous l'avons fait. Comme je vous l'ai dit, ils font un peu mieux que couvrir leurs frais variables.

M. Horner (Acadia): Mais vous avez dû faire des changements pour les rendre payants.

M. Sinclair: Nous avons fait des changements en majorant les prix du passage, en faisant un meilleur usage de notre matériel et en utilisant un meilleur matériel dans certaines régions." (8 mars 1966, p. 216)

"M. Rock: Monsieur Sinclair, vous avez mentionné que certains services de banlieue couvraient leurs frais variables. Je voudrais savoir si cela comprend le service de la région appelée Lakeshore à Montréal.

M. Sinclair: Oui, et c'est le seul service de banlieue que nous exploitons." (8 mars 1966, p. 220)

"M. Rock: C'est l'intention actuelle. Ce sont exactement les réponses que je cherche, monsieur Sinclair, parce que je me souviens vous avoir questionné l'été dernier au sujet du service d'abonnés du Lakeshore et je vous ai demandé si c'était ce que vous considériez comme une demande utile et vous avez dit oui.

M. Sinclair: Oui.

M. Rock: Et je vous ai aussi demandé si vous aviez l'intention de discontinuer le service et vous avez dit non.

M. Sinclair: Non.

M. Rock: J'ai aussi demandé si vous touchiez un profit et vous avez dit que vous en touchiez un.

M. Sinclair: Oui.

M. Rock: Evidemment, il y a eu une grève.

M. Sinclair: Oui.

M. Rock: Et le profit que vous avez fait disparaîtra probablement et alors, vous avez demandé à la Commission des transports de vous accorder une audience afin de vous permettre d'augmenter vos taux.

M. Sinclair: Juste.

M. Rock: Il y aura bien entendu les audiences, mais je ne veux pas m'engager dans cette voie. En d'autres termes, vous demandez une compensation plutôt que d'avoir à cesser le service d'abonnés.

M. Sinclair: C'est exact." (20 octobre 1966, pp. 2020-2030)

...
"M. Sinclair: Tout ce que nous disons est que lorsque vous avez des services d'abonnés, ils devraient maintenir le caractère compensatoire. Nous croyons pour ce qui est du Lakeshore à Montréal qu'avec certains changements techniques et des ajustements de tarifs de temps en temps, que nous pourrions offrir un bon service--il y a une grande demande dans ce sens--et ceci rendra plus que ces frais variables. Ceci est un service que le Pacifique-Canadien espère pouvoir continuer dans le domaine des passagers." (20 octobre 1966, p. 2031)

Lors des audiences de la Commission, certains témoins s'opposant à la hausse des tarifs ont signalé que les déclarations qui précèdent contredisent la prétention de la Compagnie selon laquelle ses services de banlieue sont exploités à perte.

M. Sinclair n'a pas comparu devant la Commission à ce sujet, mais l'avocat de la Compagnie et le témoin pour les questions de prix de revient ont déclaré qu'en mars 1966, M. Sinclair n'était pas au courant des frais additionnels de \$192,047 résultant de la hausse subséquente de 18 p. 100 et de la hausse de 3 p. 100 du prix des matériaux; qu'il ne songeait pas alors aux frais additionnels de \$93,300 par année attribuables à la rénovation de 24 voitures ordinaires en acier; que sa déclaration de mars était également antérieure au retrait du Pacifique-Canadien du service-voyageurs sur la ligne Montréal-Toronto, ce qui a permis au Pacifique-Canadien d'abolir un plus grand nombre de postes qu'il lui aurait été possible de le faire si ce service avait été continué, montant additionnel qui s'élève à environ \$53,700; que l'étude sur le coût du combustible était également postérieure à mars (ce coût s'élève à \$18,600); de plus, qu'il semblait que M. Sinclair avait établi le coût de l'argent d'après l'interprétation de la Commission plutôt que d'après celle du Pacifique-Canadien, ce qui représentait une différence de plus de \$303,000 dans ce coût; que le total de ces montants s'établit à \$660,647, et que si on soustrait de ce montant le déficit actuel prévu de \$654,623, cela donne un profit de \$6,024, et même en déduisant de ce profit le montant prévu de \$3,200 qui représente la hausse de tarif de 5c. entrée en

vigueur en octobre, on aurait un profit net de \$2,824. Voilà l'explication qui a été donnée lors de l'audience.

Autres objections

Les parties qui s'opposaient aux hausses des tarifs ont contesté la validité des prévisions de recettes et de coût établies par le Pacifique-Canadien et de ses méthodes d'établissement du prix de revient. D'autres objections s'alignaient de façon générale sur celles qui avaient fait l'objet de causes et de jugements antérieurs sur cette question et qui ont été résumées dans le jugement du 23 octobre 1963 (53 JOR&R 585), et qu'il n'est pas nécessaire de rappeler de nouveau.

On a toutefois fait certaines objections d'un caractère nouveau, notamment:

1. On a prétendu que les hausses de tarifs sont contraires aux principes préconisés par l'État pour freiner l'inflation et à ses recommandations en matière d'économie.

Je ne crois pas que l'établissement de tarifs destinés à permettre la réalisation de recettes suffisantes pour combler les débours du service soit contraire à ces recommandations ou favorise particulièrement l'inflation.

2. On a prétendu que les répercussions de la récente hausse de salaires de 18 p. 100 ne se feront pleinement sentir qu'à la fin des 12 mois se terminant en juin 1968.

J'ai tenu compte des répercussions progressives des diverses hausses de salaire dans mon estimation, aux fins de la présente cause, des dépenses éventuelles du Pacifique-Canadien.

3. On a prétendu que des nouvelles mesures législatives sur les chemins de fer seront adoptées prochainement et qu'elles auront pour résultat d'améliorer la situation économique et les gains des chemins de fer, ce qui rendra inutiles les hausses des tarifs.

A mon sens, rien dans la Loi nationale sur les transports n'indique que la Commission devrait obliger le Pacifique-Canadien à exploiter ses services de banlieue selon des tarifs dont le rendement serait inférieur aux débours des services, ni que les recettes des services seront supérieures aux débours en 1967.

Un échevin de la ville de Pointe-Claire, M. S.J. Deakin, qui a participé à l'audience, a présenté un mémoire et un nouvel état des frais variables figurant dans l'état n° 2 (pièce n° 9) du Pacifique-Canadien, à l'appui de son avancé selon lequel l'exploitation des services ferroviaires Montréal-Rigaud est rentable. Les principales réductions qu'il a effectuées visent le coût de l'argent et la dépréciation des voitures. Il a réduit le coût de l'argent à \$25,480 (le Pacifique-Canadien prétendait qu'il s'établissait à \$540,351) et la dépréciation des voitures à \$161,992 (contre \$309,320).

J'ai traité de ces questions dans une autre partie du présent jugement en exposant les méthodes d'établissement du prix de revient employés par la Commission et les raisons justifiant le calcul de montants plus élevés que ceux auxquels M. Deakin était arrivé.

Calcul des frais variables, du déficit et des tarifs

Aux fins du présent jugement, j'ai calculé que les frais variables s'établissaient à \$2,059,906. Pour ce faire, j'ai modifié les frais prévus par la Compagnie selon que je le jugeais opportun de manière à ce qu'ils constituent une meilleure base pour l'établissement des tarifs. Le montant total des frais non admis s'élève à \$381,800.

D'après l'état n° 2 (pièce n° 9), les recettes prévues selon les tarifs actuels et sans réduction du volume du trafic s'élèvent à \$1,787,083.

Le déficit prévu s'établit alors à \$272,823.

Une hausse des tarifs en vue de combler ce déficit sera autorisée.

L'importance de cette hausse dépendra dans une grande mesure du volume de la clientèle. Le Pacifique-Canadien s'attend à une baisse du volume du trafic, ce dont je ne suis pas convaincu. A mon avis, la tenue de l'Expo 67 et toute l'activité qui s'y rattache, l'accroissement démographique normal dans les régions desservies par les trains de banlieue, ainsi que l'encombrement des routes et des endroits de stationnement, voilà autant de raisons qui militent contre une réduction de la clientèle de ces trains.

En conséquence, mon estimation des hausses de tarifs qui s'imposent pour combler le déficit de \$272,823 est fondée sur l'hypothèse suivante: bien que le volume du trafic puisse diminuer quelque peu immédiatement après l'entrée en vigueur d'une hausse des tarifs, le nombre des clients sera probablement aussi élevé dans les 12 mois qui suivront la hausse qu'il l'était durant la période de juillet 1965 à juin 1966, d'après laquelle les recettes réalisées aux tarifs actuels ont été calculées dans l'état n° 2 (pièce n° 9); les recettes provenant du transport des employés du Pacifique-Canadien à des tarifs réduits sont calculées au plein tarif, comme dans les causes antérieures.

Ainsi que l'indique le tableau suivant, la Commission autorisera l'établissement de tarifs susceptibles de combler le déficit en question. Ceux-ci pourront également servir à l'établissement de tarifs du même genre dans d'autres zones que celle de Montréal-Rigaud. Les tarifs applicables aux 40 passages pour écoliers représentent la moitié des tarifs d'abonnement applicables aux 40 passages pour le public en général.

TARIFS D'ABONNEMENT ACTUELS, PROJETÉS ET AUTORISÉS
(établis en cents)

Entre Montréal (gare Windsor) et	10 PASSAGES			40 PASSAGES			40 PASSAGES (Écoliers)		
	A	B	C	A	B	C	A	B	C
Westmount	—	—	—	1100	1100	1100	595	595	595
Montréal-Ouest	—	—	—	1130	1330	1470	595	665	765
Sortin	—	—	—	1190	1390	1530	595	695	765
Lachine	350	400	400	1190	1590	1530	595	795	765
Grovehill	350	400	400	1190	1590	1530	595	795	765
Dorval	350	450	435	1210	1610	1550	605	805	775
Pine Beach	380	505	465	1310	1810	1650	655	905	825
Strathmore	410	535	495	1410	1910	1750	705	955	875
Valois	410	535	495	1410	1910	1750	705	955	875
Lakeside	440	565	525	1510	2010	1850	755	1005	925
Cedar Park	470	595	555	1615	2215	1955	810	1110	980
Pointe-Claire	470	595	555	1615	2215	1955	810	1110	980
Beaconsfield	500	625	585	1705	2305	2045	855	1155	1025
Beaurepaire	560	710	645	1910	2510	2250	955	1255	1125
Baie-d'Urfé	620	770	705	2110	2710	2450	1055	1355	1225
Sainte-Anne	680	830	765	2315	2915	2655	1160	1460	1330
Brucy	710	860	795	2415	3015	2755	1210	1510	1380
Terrace	740	890	825	2515	3115	2855	1260	1560	1430
Vaudreuil	770	920	855	2625	3225	2965	1315	1615	1485
Como	950	1150	1035	3225	3725	3565	1615	1865	1785
Hudson	1040	1210	1125	3520	3925	3860	1760	1965	1930
Hudson Heights	1040	1240	1125	3520	4020	3860	1760	2010	1930
Alston Vale	1100	1300	1185	3720	4220	4060	1860	2110	2030
Choisy	1160	1330	1245	3930	4330	4270	1965	2165	2135
Dragon	1190	1390	1275	4040	4540	4380	2020	2270	2190
Rigaud	1280	1480	1365	4335	4835	4675	2170	2420	2340

A: Tarif actuel

B: Tarif projeté

C: Tarif autorisé

Le but visé par l'autorisation d'appliquer les tarifs prévus au présent jugement est de répartir le fardeau des frais variables des services de la façon la plus équitable et la plus raisonnable entre les usagers des services.

Pour ce qui est de Montréal-Ouest, la Compagnie envisageait de hausser de 5c. le tarif minimum du passage entre Montréal et Montréal-Ouest et de le porter de 30c. à 35c. Le tarif applicable à l'autobus express s'établissait alors à 40c., soit 10c. de plus que le tarif ferroviaire. Depuis lors et depuis l'audience tenue dans cette cause, le tarif d'autobus a été porté à 60c. en espèces ou à deux billets de 25c. Je permettrais que le tarif ferroviaire minimum du passage entre Montréal et Montréal-Ouest soit porté à un maximum de 40c.; ainsi sera maintenu l'écart de 10c. entre le tarif ferroviaire et le tarif d'autobus. En conséquence, la compagnie peut déposer et publier un tarif-voyageurs ordinaire modifié établissant une hausse d'au plus 10c. du prix minimum du passage entre Montréal et Montréal-Ouest, devant entrer en vigueur sur avis préalable d'au moins 30 jours.

Compte tenu de mes constatations et du principe invoqué antérieurement, je conclus que les hausses de tarifs autorisées ne seront pas injustes ni déraisonnables ni contraires à quelque disposition de la Loi sur les chemins de fer pour l'année 1967, à moins que ne se produise dans les circonstances un changement important que je n'entrevois pas pour l'instant.

Les tarifs résultant de la mise en vigueur des hausses autorisées sont des tarifs maximums et, sous réserve de ce qui précède, ne peuvent être dépassés.

Les tarifs pourront être déposés de manière que les hausses autorisées entrent en vigueur sur avis préalable d'au moins 30 jours. Une ordonnance sera rendue en conséquence et portera en outre révocation de l'ordonnance n° 122745 de la Commission et rejet des tarifs suspendus en vertu de ladite ordonnance.

(SIGNATURE) "ROD. KERR"

J'agrée:

(SIGNATURE) "A.S. KIRK"

J'agrée:

(SIGNATURE) "J.-E. DUMONTIER"

OTTAWA, le 7 avril 1967

ORDONNANCE N° 124049

VENDREDI 7 AVRIL 1967

ROD. KERR, c.r.

commissaire en chef

J.-E. DUMONTIER

commissaire en chef suppléant

A.S. KIRK

commissaire

RELATIVE aux tarifs d'abonnement de la Compagnie de chemin de fer du Pacifique-Canadien et de la Dominion Atlantic Railway Company:

Dossier n° 29984.18.1

APRÈS audition de la cause aux audiences de la Commission tenues à Westmount (P.Q.) les 15 et 16 novembre 1966 et en conformité du jugement en date du 7 avril 1967 --

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT :

1. Les tarifs CTC n° 96 et n° 97 de la Compagnie de chemin de fer du Pacifique-Canadien et le tarif n° 1458 de la Dominion Atlantic Railway Company qui ont été suspendus par l'ordonnance n° 122745 du 28 novembre 1966, sont rejetés.

2. Sous réserve des dispositions de l'article 339 de la Loi sur les chemins de fer et en conformité dudit jugement, la Compagnie de chemin de fer du Pacifique-Canadien et la Dominion Atlantic Railway Company peuvent déposer des tarifs de manière que les tarifs majorés autorisés entrent en vigueur à la fin d'une période d'avis d'au moins trente jours.

3. La Compagnie de chemin de fer du Pacifique-Canadien et la Dominion Atlantic Railway Company devront publier les tarifs majorés en affichant à chaque gare sur les lignes en cause de leurs chemins de fer respectifs, durant la période de trente jours, un avis en français et en anglais, donnant les prix majorés et la date à laquelle ils entreront en vigueur.

Le Commissaire en chef,

ROD. KERR

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 123946

MONDAY, THE 3RD DAY OF
APRIL, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canadian National Rail-
ways for an Order:*

*(1) authorizing them to remove the
station agent at Sunnyside, in the
Province of Ontario, upon commence-
ment of the Ontario Government
Suburban Service on or about May 22,
1967:*

*(2) rescinding Orders No. 30995,
dated May 6, 1921, and No. 31633,
dated October 8, 1921:*

*Files Nos. 20537
22338.44*

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Canadian National Railways are authorized to remove the station agent at Sunnyside, in the Province of Ontario, upon commencement of the Ontario Government Suburban Service on or about May 22, 1967.

2. Orders No. 30995, dated May 6, 1921, and No. 31633, dated October 8, 1921, will stand rescinded effective May 22, 1967, or on the date upon which the commuter train service proposed by the Province of Ontario actually comes into operation whichever date is the earlier.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 123975

TUESDAY, THE 4TH DAY OF
APRIL, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF Order No.
122138, dated September 27, 1966,
suspending freight tariffs which
were filed to become effective
October 1, 1966, adjusting freight
charges in respect of former absorp-
tion of top wharfage charges at
ports:*

File No. 30741.7

WHEREAS The Maritimes Transportation Commission, on behalf of The Port of Halifax Commission and the Saint John Port and Industrial Development Commission, has informed the Board that it desires to withdraw its application in this matter;

AND WHEREAS the Canadian National Millers Association has informed the Board that it does not object to the lifting of the suspension of the tariff matter referred to in Order No. 122138;

IT IS HEREBY ORDERED AS FOLLOWS:

The said Order No. 122138, dated September 27th, 1966, is hereby vacated and set aside. The suspended tariff matter may be cancelled by filing appropriate tariff amendments on one day's notice.

(SGD.) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

April 5, 1967.

**RE BOARD ORDER NO. 123994 DATED APRIL 5, 1967
PRESCRIBING COST REGULATIONS**

Part V of the National Transportation Act contains provisions for the submission of applications and claims regarding uneconomic branch lines and passenger-train services which require the cost of operation to be determined. Other sections of Part V relating to compensatory freight rates and the fixing of rates for captive shippers also require a determination of costs.

The proclamation of Part V has placed upon the Board the duty to prescribe regulations in respect of costs for the above purpose and for other purposes of the Act. The new Section 387 B of the Railway Act states that regard should be had to the principles of costing adopted by the MacPherson Royal Commission on Transportation in arriving at the conclusions contained in the report and to later developments in railway costing methods and techniques, and to current conditions of railway operations.

In order to develop such cost regulations, a team was formed consisting of the Board's Director of Economics and Accounting, Mr. M.E. Burwash; Mr. A.V. Harris, partner in the accounting firm of Riddell, Stead, Graham and Hutchison; and Dr. D.E. Armstrong, who was Economic Adviser to the Standing Committee on Transport and Communications when Bill C-231 was being considered, and prior thereto was an adviser to the MacPherson Commission.

The cost regulations which are prescribed by the Board's Order No. 123994 are of course the initial cost regulations and are not inflexible. There is provision in Section 387 B, for the Board or the new Commission to amend the regulations and for proposals by other persons, also for amendments. The Board will welcome proposals to improve the regulations as experience with their application is gained or a need for change or addition becomes apparent. A measure of flexibility has been built into the present regulations in order to make them practical to meet day-to-day situations. They will also be kept under continuous review as cost methods and procedures develop and as suggestions are made respecting the regulations.

The first and second sections of the regulations set out certain definitions and factors.

The third section sets out the avoidable cost categories and the type of expenses which shall be included in cost submissions pertaining to abandonment and rationalization of lines or operations for the purposes of Sections 314 A to 314 J.

The fourth section, for purposes of Sections 317, 329, 334, 336, 387 A, and 387 B, or other purposes pertaining to rates for the carriage of goods, sets out

the variable cost categories and the expense account of the Uniform Classification of Accounts for Railways which shall be included in each cost category. Exceptions will require authorization by the Board. Cost of Capital will be based on studies of variability of investment and at the rate approved by the Board.

The fifth section provides that companies shall make available to the Board all unit costs, service units and other statistical and supporting information as required from time to time by the Board in determining whether cost submissions are acceptable for purposes of the act.

There are two Appendices under the cost regulations. Appendix I contains a listing of the variable cost categories and the associated expense accounts for carriers maintaining Class I accounts. Appendix II contains a listing of the variable cost categories and the associated expense accounts for small carriers following the condensed Classification of Accounts.

C.W. Rump,
Secretary.

April 5, 1967.

ORDER NO. 123994

WEDNESDAY, THE 5TH DAY OF
APRIL, A.D. 1967

ROD KERR, Q.C.,

Chief Commissioner.

H.H. GRIFFIN,

Asst. Chief Commissioner.

W.R. IRWIN,

Commissioner.

A.S. KIRK,

Commissioner.

*IN THE MATTER OF section
387B of the Railway Act directing
the Commission to prescribe by
regulation items and factors which
shall be relevant in the determination
of costs for any of the purposes of
the Act:*

File No. 49305.1

WHEREAS Part V of the National Transportation Act has been proclaimed to come into force and have effect from the 23rd day of March, 1967.

AND WHEREAS Section 92 of the National Transportation Act, which came into effect on the day that the Act was assented to, provides that if Parts II, III and V or any of those Parts come into force before the day that Part I comes into force, a reference in that Part that is so in force to the Canadian Transport Commission shall be deemed, until Part I comes into force, to be a reference to the Board of Transport Commissioners for Canada.

AND WHEREAS section 387B (1) of the Railway Act provides that the Commission shall, by regulation, prescribe for any of the purposes of this Act, the items and factors, including the factors of depreciation and the cost of capital as provided in subsection (1) of section 387A, which shall be relevant in the determination of costs, and, to the extent that the Commission deems it proper and relevant to do so, the Commission shall have regard to the principles of costing adopted by the Royal Commission on Transportation appointed by the Order-in-Council dated the 13th day of May, 1959, in arriving at the conclusions contained in the report thereof, and to later developments in railway costing methods and techniques and to current conditions of railway operations.

AND WHEREAS section 387A of the Railway Act provides for the computation and determination of costs as follows:

(1) In computing the costs of the undertaking of the Company for the purposes of sections 314A to 314J, 317, 329, 334, 336, 387B and this section, there shall be included such allowance on a periodic basis

(a) for depreciation, and

(b) in respect of the cost of any money expended, whether or not the expenditure was made out of borrowed money, as to the Commission seems reasonable in the circumstances.

(2) Without limiting the powers of the Commission under this Act to determine costs,

(a) if the costs of a portion of the undertaking of the company or of a particular operation of the company are to be computed for a particular period, such of the costs of the whole undertaking of the company or any other portion of such undertaking thereof as, in the opinion of the Commission, are reasonably attributable to that portion of the undertaking or to the particular operation, as the case may be, in respect of which the costs are being computed, may be included in such computation of costs, irrespective of when, or in what manner, or by whom such costs were incurred; and

(b) if the costs of a portion of the undertaking of the company or of a particular operation of the company are to be computed in respect of future operations of the company, they shall be determined in accordance with estimates made on such basis as to the Commission seems reasonable in the circumstances.

(3) Any determination of costs by the Commission for any of the purposes of this Act is final and binding upon all parties interested or affected thereby.

IT IS HEREBY ORDERED AS FOLLOWS:

The following regulations entitled "Regulations Respecting Costs for the purposes of Sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act" are prescribed:

REGULATIONS RESPECTING COSTS FOR THE PURPOSES OF SECTIONS 314A to 314J, 317, 329, 334, 336, 387A AND 387B OF THE RAILWAY ACT.

Definitions 1. In these Regulations,

Branch line (a) "branch line" means a line of railway in Canada of a railway company that is subject to the jurisdiction of Parliament that, relative to a main line within the company's railway system in Canada of which it forms a part, is a subsidiary, secondary, local or feeder line of railway, and includes a part of any such subsidiary, secondary, local or feeder line of railway.

Costs in
relation to
branch line.

- (b) "costs" in relation to a branch line means those costs, as set out in section 3 of these regulations, which would have been avoided by a company if, in any financial year, it did not maintain and operate the branch line, and did not carry the traffic originating, terminating or passing over the line, or would have been incurred by a company if, in any financial year, it maintained and operated the branch line, and carried the traffic originating, terminating or passing over the line irrespective of when or in what manner, or by whom such costs were incurred.

Passenger-
train

- (c) "passenger-train service" means such train or trains of a company as are capable of carrying passengers and are declared by an order of the Board, for the purposes of Section 314I and section 314J, to comprise a passenger-train service.

Costs in
relation to
passenger-
train service.

- (d) "costs" in relation to a passenger-train service means the costs, as set out in section 3 of these regulations, which would have been avoided by a company if, in any financial year, it did not operate the service and carry the traffic between the terminals of the passenger-train service, irrespective of when, or in what manner, or by whom such costs were incurred.

Factors to be
given effect
under section
336

2. For the purposes of these regulations,

- (a) Cost of carriage of goods under section 336 of the Act shall

(i) be calculated on the basis of carloads of thirty thousand pounds in the standard railway equipment for such goods and such other weights as are required for purposes of determining a rate.

(ii) be computed, on the basis of the costs of the lowest cost rail route, if the goods concerned may move between points in Canada by alternative route of two or more railway companies.

Basis of Costs.

3. For the purposes of sections 314A to 314J of the Act "Abandonment and Rationalization of Lines or Operations",

- (1) Costs shall be based on the expense accounts maintained under the Uniform Classification of Accounts for Common Carriers by Railway and accounts reconcilable therewith, subject to revisions made under section 387(7) of the

Railway Act, and shall include those portions of rail operations expenses which would have been or would be avoided or would be incurred if a branch line had been or were to be abandoned or rationalized, or a passenger-train service had been or were to be discontinued, allowing a reasonable period of time for adjustment to the new condition. Costs may also include an allowance for the cost of capital based on a rate approved by the Board.

Categories of costs to appear in cost submissions.

- (2) The following categories of cost shall be shown in the "Cost Submissions":
 - (a) "Category I cost", being operations expenses directly identified with the branch line, or with the passenger-train service and which are so recorded or may be determined from the company records, including, where appropriate, but not limited to, such expenses as:
 - (i) Train expense – crew wages
– fuel
 - (ii) Station expense – wages
– other
 - (iii) Road maintenance – labour
– material and other
 - (iv) Depreciation on investment.
 - (b) "Category II cost", being other related transportation and maintenance expenses which are shared and recorded in common with other lines, other traffic and other services, a share of which is related to the branch line, and its traffic or to the passenger-train service, such share being assigned to the on-line and/or the related off-line movement on the basis of service units or other statistical measures, including, where appropriate, but not limited to, such costs as:
 - (i) Train mile cost
 - (ii) Locomotive mile cost
 - (iii) Car mile and car day cost
 - (iv) Gross ton mile cost
 - (v) Switching cost
 - (vi) Carload cost.
 - (c) "Category III cost", being other expenses associated with changes in Category I and Category II costs,

including, where appropriate, but not limited to, such expenses as:

- (i) Superintendence expense
- (ii) Traffic expense
- (iii) General expense
- (iv) Communications expense
- (v) Non-revenue freight expense.

(d) "Category IV cost", being the cost of capital calculated on the investment and at the rate approved by the Board.

4. For the purposes of Sections 317, 329, 334, 336, 387A and 387B or for other purposes pertaining to rates for the carriage of goods,

Costs —
Definition
for purposes
of Sections
317, 329,
334, 336,
387A, 387B.

(1) "Costs" mean variable costs based on the expense accounts maintained under the Uniform Classification of Accounts for Common Carriers by Railway and Accounts reconcilable therewith, subject to revisions made under section 387(7) of the Railway Act, and shall include those portions of rail operations expenses which are the increases or decreases resulting from changes in the volume of traffic, allowing a reasonable period of time for adjustment in view of the traffic to be handled; costs may also include an allowance for the cost of capital based on a rate approved by the Board for the Canadian Pacific Railway Company.

Cost submissions

(2) The variable cost categories itemized in Appendix I and Appendix II to this order shall be shown in the cost submissions separated between labour expense and other expense, and shall reflect only the portion of expenses variable with the movement under consideration. Variable portions of the accounts or part accounts as listed shall be included in the cost categories as shown unless otherwise authorized by the Board.

INFORMATION
to be made
available
to the Board.

5. Subject to section 387C of the Act, companies shall make available to the Board all unit costs, service units and other statistical and supporting information as required from time to time by the Board in determining whether cost submissions are acceptable for the purposes of the Act.

(SGD.) ROD. KERR,
Chief Commissioner,

The Board of Transport Commissioners for Canada.

APPENDIX I TO REGULATIONS PRESCRIBED BY BOARD ORDER NO. 123994

Variable Cost CategoriesClass I Accounts*

(a) Car mile cost	314 (part)	Freight train car repairs
	402 "	Train other expenses
	394 "	Train locomotive fuel and power.
(b) Car day cost	314 (part)	Freight train car repairs
(c) Train mile cost	202 (part)	Track and roadway maintenance
	208 "	Tunnels, bridges and culverts
	212 "	Ties
	214 "	Rails
	216 "	Other track material
	218 "	Ballast
	229 "	Roadway buildings
	269 "	Roadway machines
	271 "	Small tools and supplies
	273 "	Public improvements
	281 "	Right of way expenses
	249	Signals
	314 (part)	Freight train car repairs
	372 "	Dispatching
	394 "	Train locomotive fuel and power
	402 "	Train other expenses
	404	Signal operation
(d) Locomotive mile cost	* 202 (part)	Road maintenance group
	308 "	Steam locomotives
	311A "	Diesel locomotives
	311B "	Other locomotives
	394 "	Train locomotive fuel and power
	397	Train locomotive water
	398 (part)	Train locomotive other supplies
	400 "	Train enginehouse expenses
(e) Gross ton mile cost	* 202 (part)	Road maintenance group
(f) Switching cost	* 202 (part)	Road maintenance group
	308 "	Steam locomotives
	311A "	Diesel locomotives

* Carriers other than Class I shall use Appendix I if they maintain Class I accounts and shall use Appendix II if they maintain the Condensed Classification of Accounts for Class II, Class III and Class IV carriers.

* 202 group includes 202, 208, 212, 214, 216, 218, 229, 269, 271, 273 and 281.

Variable Cost CategoriesClass I Accounts

(f) cont'd.	311B (part)	Other locomotives
	377	Yardmasters and clerks
	378	Yard trainmen
	379	Yard switchmen
	380	Yard enginemen
	382	Yard locomotive fuel and power
	385	Yard locomotive water
	386	Yard locomotive other supplies
	388	Yard enginehouse expenses
	389	Yard other expenses
(g) Carload cost	372 (part)	Dispatching
	373 "	Station employees
	376 "	Station expenses
	402 "	Train other expenses
	418 "	Loss and Damage — freight
(h) Crew wage cost	392	Train enginemen
	401	Trainmen
(i) Fuel cost	394 (part)	Train locomotive fuel and power
(j) Tons originated cost	418 (part)	Loss and Damage — freight
(k) Locomotive unit dispatch cost	398 (part)	Train locomotive other supplies
	400 "	Train enginehouse expenses
(l) Net ton mile cost	351 (part)	Superintendence, traffic
	352 "	Agencies
	353 "	Advertising
	354 "	Associations
	356 "	Industrial and immigration bureaus
	357 "	Insurance
	358 "	Stationery
	359 "	Other expenses
(m) L.C.L. or Express	373 "	Station employees
— shipment cost	376 "	Station expenses
— ton cost	418 "	Loss and damage — freight
— piece cost	470	Express maintenance
— delivery or pick-up stop cost	471	Express traffic

Variable Cost Categories

(m) cont'd.	472
- tractor mile cost	473
- P & D	
- linehaul	475
- trailer mile cost	490
- P & D	
- linehaul	

(n) General cost (may be
assigned to cost
categories (a) to (m)
inclusive)

201
227
231
235
247
253
266
274
275
276
277
278
279
301
302
305
326
328
331
332
333
334
335

Class I Accounts

Express transportation
Express general

Other express taxes
Highway transport (rail)
 maintenance

Highway transport (rail) traffic
Highway transport (rail)
 transportation
Highway transport (rail)
 general
Other highway transport (rail)
 taxes

Superintendence
Station and office building
Water and fuel stations
Shops and enginehouses
Rail communication systems
Power Plant systems
Road property depreciation
Injuries to persons
Insurance
Stationery
Other expenses
Maintaining joint facilities -
 Debit
Maintaining joint facilities -
 Credit
Superintendence
Shop and power plant machinery
Other equipment and machinery -
 depreciation
Work equipment
Other equipment
Rolling stock and vessels -
 depreciation
Injuries to persons
Insurance
Stationery
Other expenses

Variable Cost Categories

(n) cont'd.

336

Class I AccountsMaintaining joint equipment –
Debit

337

Maintaining joint equipment –
Credit

351 (part)

Superintendence

352

"

Agencies

353

"

Advertising

354

"

Associations

356

"

Industrial and Immigration
bureaus

357

"

Insurance

358

"

Stationery

359

"

Other expenses

371

Superintendence

374

Weighing, inspection and
demurrage bureaus

390

Operating joint yards and
terminals – Debit

391

Operating joint yards and
terminals – Credit

407

Rail communication system
operation

410

Stationery

411

Other expenses

412

Operating joint facilities –
Debit

413

Operating joint facilities –
Credit

414

Insurance

415

Clearing wrecks

416

Damage to property

420

Injuries to persons

451

General officers

452

Clerks and attendants

453

Office expenses

454

Law expenses

455

Insurance

457

Pensions

458

Stationery

460

Other expenses

461

General joint facilities –
Debit

Variable Cost CategoriesClass I Accounts

(n) cont'd.	462	General joint facilities – Credit
	463	Rent for equipment – Debit
	464	Rent from equipment – Credit
	465	Joint facility rents – Debit
	466	Joint facility rent income – Credit
	468	Other railway taxes.
(o) Movement of non-revenue freight		Based on studies of variability as approved by the Board
(p) Cost of capital		Based on studies of variability of investment and at the rate approved by the Board.

No portion of the rail operations expense accounts listed hereunder shall be included in the above variable cost categories, unless specifically authorized by the Board:

210	Elevated structures
221	Fences, snowsheds and signs
237	Grain elevators
241	Wharves
265	Other structures
270	Dismantling retired road property
272	Removing snow, ice and sand
280	Equalization – road
306	Dismantling retired shop and power plant machinery
317	Passenger train cars
323	Vessels
329	Dismantling retired equipment
338	Equalization – equipment
375	Coal and ore wharves
403	Operating sleeping and parlor cars
405	Crossing protection
406	Drawbridge operation
408	Operating vessels
419	Loss and damage – baggage
441	Dining and buffet service
442	News service and restaurants
443	Grain elevators
446	Other operations

- 447 Operating joint miscellaneous facilities – Debit
- 448 Operating joint miscellaneous facilities – Credit
- 480 Communications maintenance
- 481 Communications conducting operations
- 482 Communications general
- 484 Other communications taxes.

APPENDIX II TO REGULATIONS PRESCRIBED BY BOARD ORDER NO. 123994

<u>Variable Cost Categories</u>		<u>Condensed Accounts</u>
(a) Car mile cost	2226 (part)	Car repairs
	2271 "	Train locomotive fuel and power
	2275 "	Other train expenses
(b) Car day cost	2226 (part)	Car repairs
(c) Train mile cost	2202 (part)	Maintaining roadway and track
	2203 "	Maintaining track structures
	2204 "	Maintaining ancillary structures
	2211 "	Other roadway and structure expense
	2226 "	Car repairs
	2261½ "	Dispatching
	2271 "	Train locomotive fuel and power
	2275 "	Other train expenses
	2280 "	Other rail transportation expenses
(d) Locomotive mile cost	2202 (part)	Maintaining roadway and track
	2203 "	Maintaining track structures
	2204 "	Maintaining ancillary structures
	2211 "	Other roadway and structure expense
	2225 "	Locomotives
	2271 "	Train locomotive fuel and power
	2273 "	Other train locomotive expenses
(e) Gross ton mile cost	2202 (part)	Maintaining roadway and track
	2203 "	Maintaining track structures
	2204 "	Maintaining ancillary structures
	2211 "	Other roadway and structure expense
(f) Switching cost	2202 (part)	Maintaining roadway and track
	2203 "	Maintaining track structures
	2204 "	Maintaining ancillary structures
	2211 "	Other roadway and structure expense
	2225 "	Locomotives
	2263	Yard enginemen
	2264	Other yard employees

<u>Variable Cost Categories</u>		<u>Condensed Accounts</u>
(f) cont'd.	2265	Yard locomotive fuel and power
	2267	Other yard expenses
(g) Carload cost	2261½ (part)	Dispatching
	2262 "	Station employees
	2262½ "	Other station service
	2275 "	Other train expenses
	2278 "	Loss and damage
(h) Crew wage cost	2270	Train enginemen
	2274	Trainmen
(i) Fuel cost	2271 (part)	Train locomotive fuel and power
(j) Tons originated cost	2278 (part)	Loss and damage
(k) Locomotive unit dispatch cost	2273 (part)	Other train locomotive expenses
(l) Net ton mile cost	2251 (part)	Superintendence
	2252 "	Agencies
	2253 "	Other traffic expenses
(m) L.C.L. or express	2262 (part)	Station employees
-- shipment cost	2262½ "	Other station service
-- ton cost	2278 "	Loss and damage
-- piece cost	2303 "	Express operation expenses
-- delivery or pick-up stop cost	2305 "	Other express taxes
-- tractor mile cost	2309	Highway transport (rail) expenses
-- P & D		
-- linehaul	2311	Other highway transport (rail) taxes
-- trailer mile cost		
-- P & D		
-- linehaul		
(n) General cost (may be assigned to cost categories (a) to (m) inclusive)	2201	Superintendence
	2203 (part)	Maintaining track structures
	2204 "	Maintaining ancillary structures
	2209	Road property depreciation
	2210	Injuries to persons

Variable Cost CategoriesCondensed Accounts

(n) cont'd.	2211 (part)	Other roadway and structure expense
	2212	Maintaining joint facilities – Debit
	2213	Maintaining joint facilities – Credit
	2221	Superintendence
	2222	Shop and power plant machinery
	2223	Other equipment and machinery – depreciation
	2228	Work equipment
	2229	Other equipment
	2236	Rolling stock and vessels – depreciation
	2237	Injuries to persons
	2238	Other equipment expenses
	2239	Maintaining joint equipment – Debit
	2240	Maintaining joint equipment – Credit
	2251 (part)	Superintendence
	2252 "	Agencies
	2253 "	Other traffic expenses
	2261	Superintendence
	2262½ (part)	Other station service
	2268	Operating joint yards and terminals – debit
	2269	Operating joint yards and terminals – credit
	2277	Injuries to persons
	2279	Other casualty expenses
	2280 (part)	Other rail transportation expenses
	2281	Operating joint facilities – Debit
	2282	Operating joint facilities – Credit
	2291	Administration
	2292	Pensions
	2294	Other general expenses
	2295	General joint facilities – Debit
	2296	General joint facilities – Credit

<u>Variable Cost Categories</u>		<u>Condensed Accounts</u>
(n) cont'd.	2297	Rent for equipment – Debit
	2298	Rent from equipment – Credit
	2299	Joint facility rents – Debit
	2300	Joint facility rent income -- Credit
	2302	Other railway taxes
(o) Movement of non-revenue freight		Based on studies of variability as approved by the Board.
(p) Cost of capital		Based on studies of variability of investment and at the rate approved by the Board.

No portion of the railway operations expense accounts listed hereunder shall be included in the above variable cost categories unless specifically authorized by the Board.

2205	Dismantling retired road property
2206	Equalization – road
2224	Dismantling retired shop and power plant machinery
2227	Vessels
2230	Dismantling retired equipment
2233	Equalization – equipment
2288	Miscellaneous operations
2289	Operating joint miscellaneous facilities – Debit
2290	Operating joint miscellaneous facilities – Credit
2306	Communications expenses
2308	Other communications taxes

ORDER NO. 124050

FRIDAY, THE 7TH DAY OF
APRIL, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of The Bell Telephone Company of Canada for approval of 'Alternate Appendix B (1967)' for use at the option of parties to Traffic Agreements (B.T. Form No. 301 approved by Order No. 77734, dated November 14, 1951), in lieu of 'Appendix B' attached to the said B.T. Form No. 301:

AND IN THE MATTER OF Order No. 120368, dated March 29, 1966, and Order No. 77734, dated November 14, 1951, as amended by Order No. 109064, dated September 25, 1962:

Case No. 538

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. Order No. 109064, dated September 25, 1962 is rescinded, but such rescission shall not be deemed to have the effect of reviving any Order rescinded by Order No. 109064, so that the operative part of Order No. 77734, dated November 14, 1951, as amended by this Order now reads as follows:

IT IS ORDERED that the said B.T. Form No. 301 to be entered into between the Applicant Company and any other Company, Municipality or Corporation having authority to construct or operate a telephone system or line on file with the Board under Case No. 538 be, and it is hereby, approved.

IT IS FURTHER ORDERED (a) that 'Alternate Appendix B (1967)' attached to the said application and on file herein be, and it is hereby, approved for use at the option of the said parties in lieu of 'Appendix B', attached to the said B.T. Form No. 301; and (b) that the form of Supplement to 'Appendix B', covering a surcharge on message toll service between points in Ontario and Quebec billed to a third number also attached to the said application and on file herein is approved.

2. Order No. 120368, dated March 29, 1966, is amended by deleting the last paragraph in such Order, beginning with the words: "2. An interim increase of 5%..."

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDONNANCE N° 124050

VENDREDI 7 AVRIL 1967

H.H. GRIFFIN,

Commissaire en chef adjoint

A.S. KIRK,

commissaire

RELATIVE à la requête de la Compagnie de téléphone Bell du Canada en vue d'obtenir l'approbation de l'appendice «B» facultatif (1967), à utiliser au choix des parties aux accords de trafic (formule B.T. n° 301 approuvée par l'ordonnance n° 77734 du 14 novembre 1951) en remplacement de l'appendice «B» annexé à ladite formule B.T. n° 301;

ET RELATIVE à l'ordonnance n° 120368, datée du 29 mars 1966, et à l'ordonnance n° 77734, datée du 14 novembre 1951, dans sa forme modifiée par l'ordonnance n° 109064 du 25 septembre 1962:

Cause n° 538

APRÈS lecture des pièces déposées—

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

1. L'ordonnance n° 109064, datée du 25 septembre 1962, est révoquée, mais cette révocation ne sera pas censée avoir pour effet de remettre en vigueur une ordonnance révoquée par l'ordonnance n° 109064 de sorte que la partie habilitante de l'ordonnance n° 77734, datée du 14 novembre 1951, dans sa forme modifiée par la présente ordonnance, se lit maintenant ainsi:

IL EST ORDONNÉ que ladite formule B.T. n° 301 de l'accord de trafic devant intervenir entre la Compagnie requérante et toute autre compagnie, municipalité ou corporation autorisée à construire ou à exploiter un réseau ou une ligne téléphonique, versée à la cause n° 538 de la Commission, soit par les présentes approuvée.

IL EST EN OUTRE ORDONNÉ a) que l'appendice «B» facultatif (1967) annexé à ladite requête et versé au dossier soit approuvé pour utilisation au choix desdites parties en remplacement de l'appendice «B» annexé à ladite formule B.T. n° 301; et b) que la formule de supplément de l'appendice «B»,

couvrant une surtaxe sur les messages interurbains entre des points de l'Ontario et du Québec qui sont facturés à un troisième numéro, également annexée à ladite requête et versée au dossier de la présente cause, soit approuvée.

2. Modifier l'ordonnance n° 120368, datée du 29 mars 1966, en y supprimant le dernier article, qui commence par les mots: "2. Est approuvée à compter du 21 janvier 1966..."

Le Commissaire en chef adjoint,

H.H. GRIFFIN.

ORDER NO. 124060

FRIDAY, THE 7TH DAY OF
APRIL, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways for approval of Plan No. SIU-2.1, revised to January 6, 1967, being standard plan of their minimum clearance requirements for industrial sidings for standard gauge tracks:

File No. 1750.18

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The said Plan No. SIU-2.1, revised to January 6, 1967, being Canadian National Railways' standard plan of minimum clearance requirements for industrial sidings for standard gauge tracks, is approved.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124176

TUESDAY, THE 18TH DAY OF
APRIL, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of Charles Sanders, hereinafter
called the "Applicant", for a licence
under section 10 of the Transport
Act:*

File No. 42076.45.

IT IS HEREBY ORDERED AS FOLLOWS:

Licence C.T.C. (W.T.) 459 is issued to the Applicant for the year 1967 licensing the following ships to transport goods between all ports and places in Canada accessible by navigation on Great Slave Lake and the Slave River, Fort Smith and north thereof, and the Mackenzie River:

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Guy	158894	27
S.T. Barge 103	173702	141
S.T. Canollet	193723	42

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, MARCH, 1967.

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents.....	261	12	263
Level Crossing Accidents.....	<u>37</u>	<u>10</u>	<u>49</u>
	<u>298</u>	<u>22</u>	<u>312</u>

	<u>Killed</u>	<u>Injured</u>
Passengers.....	—	56
Employees	5	203
Others.....	<u>17</u>	<u>53</u>
	<u>22</u>	<u>312</u>

Of the 37 accidents at Highway Crossings, 24 occurred where standard railway crossing signs are located, 13 where additional forms of protection are in use, 28 after Sunrise and 9 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

*(Denotes Order printed in full)

- 123828 March 20 – Approving the location of C.N.R. proposed diesel fuel oil bulk storage and transfer facilities at Central Station, Montreal, P.Q. mileage 0.00 Mount Royal Subd.
- 123829 March 21 – Authorizing the Town of Cobourg, Ont. to construct a subway to carry William Street across and under the tracks of the C.N.R. at mileage 264.67 Kingston Subd. which will eliminate an existing crossing and to reconstruct and improve the subway carrying William Street under the CPR at mileage 135.53 Belleville Subd.
- *123830 March 21 – Disallowing tariff provisions in certain tariffs of the C.N.R., C.P.R., D.A.R., Q.C.R. and the Canadian Freight Association with regard to reduction of free time for demurrage purposes from ten days to seven days, and rescinding authority of Order No. 121460. (See page 144, 57 BTC)
- 123831 March 21 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Rosedale Avenue, Town of Brampton Ont. mileage 8.0 Orangeville Subd.
- 123832 March 21 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Rebecca Street, City of Hamilton, Ont. mileage 0.72 Hagersville Subd. by installing automatic controls in lieu of manual controls.
- 123833 March 21 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 10 in the Parish of St. Simon, Rimouski County, P.Q. mileage 151.48 Mont-Joli Subd.
- 123834 March 21 – Authorizing the County of Frontenac, Ont. to widen and improve County Road No. 3 (Glenvale Road), crossing the C.P.R. Township of Kingston, mileage 93.17 Kingston Subd.
- 123835 March 21 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at Shellbrook, Sask. mileage 28.75 Blaine Lake Subd.
- 123836 March 21 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the Back Road from Marysville to Kimberley, B.C. mileage 15.68 Kimberley Subd.
- 123837 March 21 – Authorizing the Twin City Gas Company to construct an 8-inch diameter, high pressure natural gas pipeline across and

under the C.N.R. subway at mileage 0.5 Caland Ore Mines Spur with H.B. at mileage 2.52 Steep Rock Iron Mines Spur with H.B. at mileage 0.35 Fort Frances Subd., Township of Freeborn, District of Rainy River, Ont.

- 123838 March 21 — Authorizing the C.N.R. to improve the protection at the crossing of their railway and King Street, City of Hamilton, Ont. mileage 0.86 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123839 March 21 — Authorizing the C.N.R. to improve the protection at the crossing of their railway and King William Street in Hamilton, Ont. mileage 0.78 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123840 March 21 — Authorizing the Quebec Department of Roads to widen Highway No. 41 where it crosses the C.P.R. in St. Antoine des Laurentides, P.Q. at mileage 12.05 Ste. Agathe Subd.
- 123841 March 21 — Authorizing the C.N.R. to close the Cookstown Station, Ont. for a temporary period while the agent is on annual leave.
- 123842 March 21 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway 1.15 miles north of Richmond Hill, Township of Markham, Ont. mileage 23.65 Bala Subd.
- 123843 March 21 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 241 in Headingly, Man. mileage 10.21 Glenboro Subd.
- 123844 March 21 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 466, Franklin, Man. mileage 69.65 Minnedosa Subd. and to relocate the existing reflectorized crossing signs to another crossing of its railway and the highway at mileage 21.06 Alida Subd., Man.
- 123845 March 21 — Assessing the Township of Lancaster's share of the cost of maintenance and operation of automatic protection at the crossing of the C.N.R. and Curry Hill Side Road between Lots 9 and 10, in Concession 2, Township of Lancaster, Ont. mileage 47.02 Cornwall Subd. on the United Counties of Stormont, Dundas and Glengarry.
- 123846 March 21 — Authorizing the removal of the speed limitation at the crossing of Lower Malpeque Road and the C.N.R. at Winsloe, P.E.I. mileage 7.00 Kensington Subd.
- 123847 March 21 — Authorizing the Highways Department of Manitoba to widen Provincial Road No. 242 where it crosses the C.P.R. at mileage 16.39 Minnedosa Subd.

- 123848 March 21 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Kelley Street, City of Hamilton, Ont. mileage 0.62 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123849 March 21 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Main Street, Hamilton, Ont. mileage 0.93 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123850 March 21 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Hunter Street, City of Hamilton, Ont. mileage 1.05 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123851 March 21 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Barton Street, City of Hamilton, Ont. mileage 0.29 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123852 March 21 – Approving the changes to the automatic protection at the crossing of the C.P.R. and Heron Road, Ottawa, Ont. mileage 3.09 Prescott Subd.
- 123853 March 21 – Approving tolls published in Supplement No. 12 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123854 March 21 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their tracks across and over Airport Road in Township of North York, County of York, Ont. at mileage 10.87 Newmarket Subd.
- 123855 March 21 – Rescinding authority of Order No. 76184 which imposed a speed restriction of ten miles per hour on the crossing of the C.N.R. and Highway No. 20 in Fonthill, Ont. mileage 11.87 Fonthill Subd. and Order No. 112564 which directed that all trains of the C.N.R. be brought to a stop before obstructing the said crossing and be flagged by a member of the train crew.
- 123856 March 21 – Authorizing the Napierville Junction Railway Company to operate its engines, cars and trains under the dual overhead bridges carrying Highway No. 9 across and over the track in the Municipality of the Parish of St. Jacques-le-Mineur, County of Laprairie, P.Q. at mileage 17.15 Main Line Subd.
- 123857 March 21 – Authorizing the C.P.R. to open for the carriage of traffic its Didsbury Westerly Branch, commencing at mileage 46.9 Red

- Deer Subd. which is a point in the E½-27-31-4-W5M and ending at a point in the E½-27-31-4-W5M, all in Alta.
- 123858 March 21 – Approving changes to the automatic protection at the crossing of the C.N.R. and District Highway No. 146H near Drumheller, Alta. mileage 50.29 Drumheller Subd.
- 123859 March 21 – Authorizing the C.N.R. to operate their engines, cars and trains on the bridge at mileage 78.2 Oak Point Subd. near Deerhorn, Man.
- 123860 March 21 – Requiring the C.P.R. to bring all engines, cars and trains to a stop before proceeding over the crossing of Wellington Avenue “J” Yard Lead and the highway, City of Winnipeg, Man. Winnipeg Terminal Division.
- 123861 March 21 – Approving changes in the automatic protection at the crossing of the C.P.R. and 50th Avenue, City of Wetaskiwin, Alta. mileage 57.01 Leduc Subd.
- 123862 March 22 – Approving the west leg of the wye to the industrial spur track and Piggyback facilities of the C.P.R. at Grovehill, P.Q. commencing at mileage 3.52 Winchester Subd. and crossing unopened Norman Street.
- 123863 March 22 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in the Township of Innisfil, Ont. mileage 1.10 Meaford Subd.
- 123864 March 22 – Approving the changes to the automatic protection at the crossing of the C.N.R. and St. Ambroise Street west of Loretteville, P.Q. mileage 8.80 St. Raymond Subd.
- 123865 March 22 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and John Murdock.
- 123866 March 22 – Approving Revised Appendices “A” to Traffic Agreement between The Bell Telephone Company of Canada and Telephone du Nord de Quebec Limitee (Division de Val d’Or).
- 123867 March 22 – Approving Traffic Agreement and Supplement No. 1 between The Bell Telephone Company of Canada and Telephone de Ste-Francoise.
- 123868 March 22 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Françoise Romaine.
- 123869 March 22 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and Fred Lagace.

- 123870 March 22 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and Thames Road Telephone System.
- 123871 March 22 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and The Pontiac Rural Telephone Company Limited.
- 123872 March 22 – Authorizing the removal of the speed limitation at the crossing of the D.A.R. and Green Street .58 miles west of Newport, N.S. mileage 26.78 Halifax Subd.
- 123873 March 22 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Jackson Street, City of Hamilton, Ont. mileage 0.99 Hagersville Subd. by providing automatic controls in lieu of manual controls.
- 123874 March 22 – Dismissing the application of the C.P.R. for authority to remove the agent-operator and the station building at Arthur, Ont.
- 123875 March 22 – Authorizing the C.N.R. to make changes to their signals at St. Apollinaire, P.Q. on the Drummondville Subd.
- 123876 March 22 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their tracks across and over Eglinton Avenue West, Township of York, Ont. at mileage 6.82 Brampton Subd.
- 123877 March 22 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Old Hedley Road, east of Princeton, B.C. mileage 69.3 Princeton Subd.
- 123878 March 22 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Beaver Lake Road at Winfield, B.C. mileage 105.89 Okanagan Subdivision.
- 123879 March 22 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 207, near Oakbank, Man. mileage 116.57 Keewatin Subd.
- 123880 March 22 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Lombard Street in the Town of Smiths Falls, Ont. mileage 35.7 Smiths Falls Subd.
- 123881 March 22 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the St-Simon—St-Mathieu Road in St-Simon Parish, Rimouski County, P.Q. mileage 153.11 Mont Joli Subd.

- 123882 March 22 – Revoking the authority of Order No. 104081 which approved the location of flammable liquid bulk storage facilities of North Star Oil Limited at Komarno, Man., Arborg Subd. (C.P.R.).
- 123883 March 22 – Authorizing the Township of Bentinck Ont. to reconstruct the township road where it crosses the C.P.R. between Concessions 2-WCR and 3-WCR, mileage 18.1 Walkerton Subd. and to improve the sight lines in the southeast and the southwest angles of the said crossing and authorizing the C.P.R. to relocate the existing protection at the said crossing.
- 123884 March 23 – Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains over the extension approximately 200 feet long of the private industrial lead serving St. James industrial area, which crosses Caithness Road City of St. James, Man.
- 123885 March 23 – Authorizing the C.N.R. to remove the station agent at Trinity Junction, Nfld., provided a resident caretaker is appointed.
- 123886 March 23 – Amending Order No. 119149 which authorized the installation of automatic protection at the crossing of the C.N.R. and Branch Road, at Penobsquis, N.B. mileage 35.75 Sussex Subd.
- 123887 March 28 – Approving changes to the automatic protection at the crossing of the C.N.R. and Rabastaliere Street in St. Bruno, P.Q. mileage 62.33 St. Hyacinthe Subd.
- 123888 March 28 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Sutherland Subd. Sask.
- 123889 March 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Brassard Street, Town of Roberval, P.Q. mileage 11.40 Roberval Subd.
- 123890 March 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 60, west of Val d'Or, P.Q. mileage 38.24 Val d'Or Subd.
- 123891 March 28 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Fife Lake Subd. Sask.
- 123892 March 28 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Macklin Subd. Sask.
- 123893 March 28 – Exempting the C.P.R. from erecting and maintaining cattle guards at certain highway crossings on its Portal Subd. Sask.

- 123894 March 28 – Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 35 near Wadena, Sask. mileage 30.13 Tisdale Subd.
- 123895 March 28 – Authorizing the Ontario Department of Highways to construct a temporary pedestrian overhead bridge over the Kingston Subd. of the C.N.R. in the vicinity of Danforth Commuter Station, Toronto, Ont.
- 123896 March 28 – Authorizing to C.P.R. to construct a siding to serve Marbon Chemical Division of Borg-Warner (Canada) Limited across the temporary detour road for Highway No. 2 at mileage 132.75 Belleville Subd. and across and along the road allowance in Lot 9, Township of Hamilton, County of Northumberland, Ont.
- 123897 March 28 – Authorizing the C.N.R. to remove the station agents at the following stations in Alberta: Sylvan Lake, Sibbald, Cereal, Youngstown, Acadia Valley, Edberg, Meeting Creek, Donalda, Big Valley, Rumsey and Morrin.
- 123898 March 28 – Authorizing the C.P.R. to reconstruct and improve the subway carrying Highway No. 13 across and under its track in the NW $\frac{1}{4}$ -36-6-28-W2M, Sask. at mileage 89.5 Assiniboia Subd. and to operate its engines, cars and trains over the said subway during the period of reconstruction.
- 123899 March 28 – Authorizing the C.P.R. to remove the station agent at Salvador, Sask. provided a resident caretaker is appointed.
- 123900 March 28 – Authorizing the C.N.R. to remove the station agent and appoint a caretaker at Beattyville, P.Q. mileage 42.7 Kiask Falls Subd.
- 123901 March 28 – Revoking the authority of Order No. 120559 which authorized the relocation of the reflectorized signs at the crossing of the C.N.R. and Bloor and Lansdowne Streets, City of Sudbury, Ont. mileage 5.77 Sudbury Terminal Subd.
- 123902 March 29 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 123903 March 29 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- *123904 March 29 – Approving Supplement No. 5 to Canadian Freight Classification No. 22. of the Canadian Freight Association: (See page 154, 57 BTC)

- 123905 March 29 – Authorizing the British Columbia Department of Highways to reconstruct and improve the overhead bridge carrying the Northern Trans-Provincial Highway across and over the C.N.R. at Hazelton East, B.C. mileage 46.44 Bulkley Subd. and authorizing the C.N.R. to install automatic protection at the temporary crossing of the detour road at mileage 46.27 Bulkley Subd.
- 123906 March 29 – Authorizing the C.N.R. to remove the station protection signal at Barraute, P.Q. mileage 18.06 Taschereau Subd.
- 123907 March 29 – Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of its Tyvan Subd., Sask. between mileage 19.24 and mileage 19.57.
- 123908 March 29 – Approving proposed tank car – tank truck transfer operations of Canadian Industries Limited for Anhydrous Ammonia at McGregor, Ont. near mileage 13.25, Subd. 1 of C. & O. Rly. Company.
- 123909 March 29 – Authorizing the C.P.R. to remove the station agent and to close the station building at Haney, B.C. mileage 102.8 Cascade Subd.
- 123910 March 29 – Approving tolls to tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- 123911 March 29 – Extending the time within which the A.C.R. is required by Order 120907 to install automatic protection at the crossing of its railway and the Township Road in Lot 8, Concession 6, Village of Searchmont, Ont. mileage 31.42 Soo Subd.
- 123912 March 29 – Exempting the C.P.R. from erecting and maintaining right of way fences at certain places on the west side of its Colonsay Subd. and on the east side of the east leg of wye commencing at mileage 108.01 Colonsay Subd. Sask.
- *123913 March 29 – Granting licence to Canada Steamship Lines Limited to operate certain vessels to transport motor vehicles, including passenger cars, trucks and other self-propelled vehicles, in deck loads, on Lakes Ontario, Erie, Huron (including Georgian Bay) and Lake Superior and their connecting waters, including the St. Lawrence River and its tributaries to the west end of the Island of Orleans. (See page 155, 57 BTC)
- *123914 March 29 – Granting licence to Canada Steamship Lines Limited to operate certain vessels to transport goods by water between all ports and places in Canada on Lakes Ontario, Erie, Huron

(including Georgian Bay), and Lake Superior, and their connecting waters, including the St. Lawrence River and its tributaries to the west end of the Island of Orleans. (See page 156, 57 BTC)

- 123915 March 29 – Authorizing the C.P.R. to remove the station agent at Taft, B.C. provided an operator is appointed.
- 123916 March 29 – Amending Order No. 122871 which authorized the removal of statutory speed limitation at the crossing of the C.P.R. and Springfield Road, Man., mileage 2.97 Lac du Bonnet Subd.
- 123917 March 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, three miles east of Moulton, Ont. mileage 29.87 Cayuga Subd.
- 123918 March 29 – Amending Order No. 120414 with respect to signboards and the marking of such signboards with reflective material at certain highway crossings of the C.N.R.
- 123919 March 30 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Billings Avenue in Ottawa, Ont. mileage 5.8 Ottawa Terminals Subd.
- 123920 March 30 – Dismissing the application of the C.N.R. for authority to close Bears Pass Bridge, in Ont. mileage 68.1 Fort Frances Subd. between the hours of 2200K and 0600K during the navigation season.
- 123921 March 30 – Approving changes to the automatic protection at the crossing of the C.N.R. and Highway No. 268 at Birch River, Man. mileage 21.86 Erwood Subd.
- 123922 March 30 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Prince Albert Subd., Sask.
- *123923 March 30 – Granting licence to Scott Misener Steamships Limited (formerly Colonial Steamships Limited) to operate certain vessels to transport goods by water between all ports and places in Canada on Lakes Ontario, Erie, Huron (including Georgian Bay), and Superior and their connecting waters, including the St. Lawrence River and its tributaries to the west end of the Island of Orleans. (See page 157, 57 BTC)
- 123924 March 30 – Authorizing the C.N.R. to close the crossing of the highway and their railway in the SW $\frac{1}{4}$ -10-45-2-W2M, near Erwood, Sask.

- 123925 March 30 – Amending Order No. 123041 which authorized the C.N.R. to install reflectorized crossing signs at the crossing of their railway and the highway at mileage 134.08 Renfrew Subd. Ont.
- 123926 March 30 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Erwood Subd. in Man. and Erwood and Margo Subds., in Sask.
- 123927 March 30 – Approving the crossing of the highway at grade by two tracks of the C.N.R. serving the Manitoba Hydro Electric Board at Gillam, Man. opposite mileage 326.46 Herchmer Subd.
- 123928 March 30 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 123929 March 31 – Authorizing the C.N.R. to remove the station agents at Elmvale, Cookstown, Beeton and Tottenham all in Ont.
- 123930 March 31 – Authorizing the City of Red Deer, Alta. to construct 60th Street across the C.N.R. at mileage 0.13 of the Red Deer Industrial Park Lead No. 1, which commences at mileage 4.90 Red Deer Subd.
- 123931 March 31 – Revoking the authority of Order No. 74705 which approved the location of facilities of Imperial Oil Limited for the handling and storage of flammable liquids near the tracks of the C.N.R. at Bruce, Alta.
- 123932 March 31 – Amending Order No. 122557 which authorized the installation of reflectorized crossing signs at the crossing of the C.N.R. and the highway at mileage 195.52 Kinghorn Subd. Ont.
- 123933 March 31 – Amending Order No. 123446 which exempted the C.P.R. from erecting and maintaining right of way fences on the west side of its Lanigan Subd. between mileage 80.75 and mileage 81.07.
- 123934 March 31 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. being the first crossing west of Thorndale, Ont. mileage 23.28 Thorndale Subd.
- 123935 March 31 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway carrying their tracks across Leslie Street, Township of North York, County of York, Ont. mileage 11.86 Bala Subd.
- 123936 March 31 – Authorizing the C.P.R. to relocate and maintain the track serving Ocean Cement Limited where it crosses Columbia Street, City of New Westminster, B.C. near mileage 9.20 Westminster Subd. and to construct a second track crossing

Columbia Street and also to relocate its track where it crosses the C.N.R. at mileage 1.68 Lulu Island Branch and constructing a new diamond crossing.

- 123937 March 31 – Approving the location of proposed Ammonium Nitrate bulk storage facility of Strathcona-Leduc Co-operative limited located at Leduc, Alta. near mileage 79.1 Leduc Subd.
- 123938 March 31 – Authorizing the Saskatchewan Department of Highways & Transportation to reconstruct Provincial Trunk Highway No. 3 where it crosses the C.N.R. between Sections 6 and 7, Township 45, Range 3, West 2nd Meridian, Sask. mileage 91.63 Assiniboine Subd. and authorizing the C.N.R. to relocate the existing automatic protection at the said crossing.
- 123939 March 31 – Authorizing the R.M. of Wallace, Man. to construct the Municipal Road across the C.P.R. in the NW $\frac{1}{4}$ -13-12-29-WPM mileage 68.76 Broadview Subd. and authorizing the C.P.R. to close the road allowance of its railway and the highway at mileage 68.80 Broadview Subd. Man.
- 123940 March 31 – Authorizing the Alberta Department of Highways to construct an overhead bridge to carry the eastbound lanes of Trans-Canada Highway No. 1 across and over the C.P.R. in the E $\frac{1}{2}$ -28-24-10-W5M, Alta. at mileage 65.9 Laggan Subd.
- 123941 March 31 – Authorizing the County of Peel, Ont. to reconstruct County Road No. 9 where it crosses the C.P.R. between Lots 27 and 28, Concession 2, W.H.S. Township of Chinguacousy, at mileage 16.08 Orangeville Subd. and authorizing the C.P.R. to relocate the existing automatic protection at the said crossing.
- 123942 April 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 116th Street in Edmonton, Alta. mileage 1.23 "Y" Line Edmonton (West) Terminal Subd.
- 123943 April 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Woodroffe Avenue, City of Ottawa, Ont. mileage 12.3 Ottawa Subd.
- 123944 April 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 125th Avenue at 121st Street in Edmonton, Alta. mileage 3.85 "B" Line Edmonton Terminal Subd.
- 123945 April 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 4th Range Road East, Parish of St. Andre d'Acton, P.Q. mileage 20.27 St. Hyacinthe Subd.

- *123946 April 3 – Authorizing the C.N.R. to remove the station agent at Sunnyside, Ont. upon commencement of the Ontario Government Suburban Service on or about May 22, 1967 and rescinding Orders Nos. 30995 and 31633 on May 22, 1967 or on a date when the proposed commuter train service actually comes into operation. (See page 263, 57 BTC)
- 123947 April 3 – Authorizing the C.N.R. to relocate reflectorized crossing signs from the crossing of the highway and their railway at mileage 126.83 Yarmouth Subd. N.S. to another crossing of their railway and the highway at mileage 124.47 Yarmouth Subd. N.S.
- 123948 April 3 – Authorizing the C.N.R. to relocate reflectorized crossing signs from the crossing of the highway and their railway at mileage 97.23 Montmagny Subd. P.Q. to another crossing of their railway and the highway at mileage 53.28 La Tuque Subd. P.Q.
- 123949 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 26.45 Massena Subd. P.Q. to another crossing of their railway and the highway at mileage 0.20 Candiach Spur which commences at mileage 79.24 Massena Subd. P.Q.
- 123950 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 2.40 Point Edward Spur, Ont. to another crossing of their railway and the highway at mileage 3.36 Petrolia Spur, which commences at mileage 46.82 Strathroy Subd. Ont.
- 123951 April 3 – Allocating the cost of removing or relocating the facilities of Niagara Falls Hydro to permit the construction by the Department of Highways of the Province of Ontario of a subway to carry Highway No. 8 across the tracks of the C.N.R. in the City of Niagara Falls, Ont. mileage 3.78 Grimsby Subd.
- 123952 April 3 – Allocating the cost of installing the automatic protection at the crossing of the C.N.R. and Wesley Road in the Township of Lancaster, Ont. mileage 50.64 Kingston Subd.
- 123953 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 63.50 Newmarket Subd. Ont. to another crossing of their railway and the highway at mileage 8.70 Waterloo Subd. Ont.

- 123954 April 3 – Requiring the N.A.R. to erect and mark signboards with reflective material at certain crossings of its railway in Alta. during the year 1967.
- 123955 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from a crossing on the Alberton Spur of their railway and Church Street, Town of Alberton, P.E.I. to another crossing of their railway and the highway at mileage 47.95 Tignish Subd. P.E.I.
- 123956 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 98.9 Kingston Subd. Ont. to another crossing of their railway and the highway at mileage 2.51 Cornwall Spur, which commences at mileage 65.64 Kingston Subd. Ont.
- 123957 April 3 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 0.27 Tormentine Subd. N.B. to another crossing of their railway and the highway at mileage 8.00 Georgetown Subd. P.E.I.
- 123958 April 3 – Authorizing the Ontario Department of Highways to construct the Elks Club Road across the C.P.R. in Lot 12 Concession 5, Township of Dowling, District of Sudbury, Ont. at mileage 103.89 Cartier Subd. and requiring the C.P.R. to install automatic protection at the said crossing, and to close the existing crossing of its railway and the highway at mileage 104.19 Cartier Subd.
- 123959 April 4 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 21.18 Webbwood Subd. Ont. to another crossing of its railway and the highway at mileage 1.19 of the spur which commences at mileage 4.68 Webbwood Subd. Ont.
- 123960 April 4 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 164.72 Monk Subd. P.Q. to another crossing of their railway and the highway at mileage 99.50 Val d'Or Subd. P.Q.
- 123961 April 4 – Authorizing the Columbia Cellulose Company, Limited to construct a power cable across and under the C.P.R. at mileage 28.7 Boundary Subd. B.C.
- 123962 April 4 – Exempting the Algoma Central Railway from erecting and maintaining right of way fences between certain mileages

on its Soo Subd. Northern Subd. Michipicoten Subd. and Siderite Subd., Ont.

- 123963 April 4 – Authorizing the Quebec Department of Roads to widen Chemin de la Grande Ligne where it crosses the C.N.R. at St-Isidore, P.Q. mileage 212.15 Monk Subd. and the C.N.R. to install automatic protection at the said widened crossing.
- 123964 April 4 – Authorizing the C.P.R. to remove the station agent at Robsart, Sask. mileage 50.4 Altawan Subd. provided a resident caretaker is appointed.
- 123965 April 4 – Approving the location of the C.N.R.'s new station building at Barraute, P.Q. mileage 17.9 Taschereau Subd.
- 123966 April 4 – Authorizing the Village of Roxton Falls, P.Q. to construct Factorie Street at grade across the C.P.R. Township of Roxton, County of Shefford, P.Q. at mileage 29.22 Drummondville Subd. and imposing a speed restriction of 15 m.p.h. on engines, cars and trains passing over the crossing.
- 123967 April 4 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 63.0 Newmarket Subd. Ont. to another crossing of their railway and the highway at mileage 45.07 Beeton Subd. Ont.
- 123968 April 4 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 63.94 Carberry Subd. Man. to another crossing of its railway and the highway at mileage 48.58 Alida Subd. Sask.
- 123969 April 4 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway designated as Viaduct "B" which carries their yard corridor tracks across and over Carillon Avenue, City of Montreal, P.Q. opposite mileage 3.97 Montreal Subd.
- 123970 April 4 – Authorizing the C.N.R. to operate their engines, cars and trains over the Wellington Street bridge crossing the Lachine Canal in Montreal, P.Q. mileage 0.66 Montreal Harbour Branch.
- 123971 April 4 – Authorizing the C.P.R. to remove the siding track of Northern Public Service Corporation, Limited, across Haskins Avenue (unopened), City of Winnipeg, Man.
- 123972 April 4 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Cominco Limited at Gem, Alta., near mileage 11.44 Gem Spur, Rosemary Subd. C.P.R.

- 123973 April 4 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Cominco Limited at Hussar, Alta. near mileage 21.12 Iricana Subd. C.P.R.
- 123974 April 4 – Amending Order No. 117932 which authorized the Township of Pickering, Ont. to relocate and reconstruct Rosebank Road where it crosses the C.N.R. between Lots 30 and 31, Range 2, County of Ontario, Ont. at mileage 315.95 Oshawa Subd.
- *123975 April 4 – Vacating and setting aside the requirements of Order No. 122138 which suspended freight tariffs filed to become effective October 1, 1966, adjusting freight charges in respect of former absorption of top wharfage charges at ports as the Maritimes Transportation Commission on behalf of The Port of Halifax Commission and the Saint John Port and Industrial Development Commission has withdrawn its application and the Canadian National Millers Association has no objection to lifting the suspension of Order No. 122138. (See page 264, 57 BTC)
- 123976 April 5 – Authorizing the C.N.R. to remove the station agent at Pacific Junction, N.B.
- 123977 April 5 – Authorizing the Alberta Department of Highways to reconstruct District Road No. 148A where it crosses the C.N.R. in the SE¼-29-28-19-W4M, Rosedale, Alta. mileage 56.84 Drumheller Subd.
- 123978 April 5 – Amending Order No. 115336 which authorized the Newfoundland Department of Highways to construct an overhead bridge to carry the Trans-Canada Highway across and over the C.N.R. near Arnold's Cove, Nfld. mileage 99.04 St. John's Subd.
- 123979 April 5 – Approving changes to the automatic protection at the crossing of the C.N.R. and Highway No. 45 in Colombourg, P.Q. mileage 93.48 Taschereau Subd.
- 123980 April 5 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Provincial Highway No. 2 Service Road across the C.N.R. in SW¼-16-16-26-W2M, Sask. at mileage 0.24 of the siding serving the Department of National Defence, which commences at mileage 83.77 Avonlea Subd.
- 123981 April 5 – Authorizing the Town of Orillia, Ont. to construct Mississaga Street at grade across the C.P.R. County of Simcoe, at mileage 0.0 Port McNicoll Subd. and imposing a speed restriction of 10 m.p.h. at said crossing.

- 123982 April 5 – Approving the location of proposed additional flammable liquid storage and existing tank truck transfer facilities of Imperial Oil Limited at Hafford, Sask. near mileage 86.7 Blaine Lake Subd. C.N.R.
- 123983 April 5 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 18.40 Orangeville Subd. Ont. to another crossing of its railway and the highway at mileage 0.38 of the spur which commences at mileage 10.60 Galt Subd. Ont.
- 123984 April 5 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Riverdale Road two miles north of Trail, B.C. mileage 16.41 Rossland Subd.
- 123985 April 5 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of The British American Oil Company Limited at Angusville, Manitoba, near mileage 92.5 Rossburn CNR and revoking authority of Order No. 109841.
- 123986 April 5 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Seraphine Range Road in the Parish of St-Ange-Gardien, P.Q. mileage 7.38 St. Guillaume Subd.
- 123987 April 5 – Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Waskada, Man. near mileage 17.34 Lyleton Subd. and revoking the authority of Order No. 120563.
- 123988 April 5 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Montee de Liesse, City of St. Laurent, P.Q. mileage 1.63 Cote de Liesse Spur.
- 123989 April 5 – Authorizing the Ontario Department of Highways to construct Highway No. 127 across the C.N.R., Township of Wicklow, County of Hastings, Ont. at mileage 103.36 Maynooth Subd. and requiring that all train movements of the C.N.R. be flagged by a member of the train crew.
- 123990 April 5 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and the Ste-Agathe-Val-David Road in Val David, P.Q.
- 123991 April 5 – Authorizing the C.N.R. to remove the caretaker at Quibell, Ont. mileage 74.6 Redditt Subd.

- 123992 April 5 – Allocating the cost of installing the automatic protection at the crossing of the C.P.R. and St. Alexis Range Road Parish of St. Maurice, P.Q. mileage 3.54 Piles Subd.
- 123993 April 5 – Authorizing the C.N.R. to remove the station agent at Libau, Man. mileage 34.3 Pine Falls Subd.
- *123994 April 5 – Prescribing regulations respecting costs for the purposes of Sections 314A to 314J, 317, 329, 334, 336 387A and 387B of the Railway Act as authorized by the National Transportation Act. (See page 267, 57 BTC)
- 123995 April 5 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ferry Road, Town of Boston Bar, B.C. mileage 125.47 Ashcroft Subd.
- 123996 April 5 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 10 in St. Fabien Parish, Rimouski County, P.Q. at mileage 146.53 Mont Joli Subd.
- 123997 April 5 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and St. Antoine Street in Contrecoeur, P.Q. mileage 29.38 Sorel Subd.
- 123998 April 5 – Authorizing the Quebec Department of Roads to widen 8th Range Road where it crosses the C.N.R., Municipality of St. Germain de Grantham, Drummond County, P.Q. at mileage 103.68 Drummondville Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- 123999 April 5 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Barton Developments Limited at New Dayton, Alta. near mileage 9.3 Coutts Subd. C.P.R.
- 124000 April 5 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway in Lot 42, Concession 1, Township of North Cayuga, Ont. mileage 52.10 Cayuga Subd.
- 124001 April 5 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124002 April 5 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Barton Developments Limited at Wrentham, Alta. near mileage 68.6 Stirling Subd. C.P.R.
- 124003 April 5 – Approving the location of the proposed additional flammable liquid bulk storage facilities of Sperling Co-Operative Oil

and Supplies Ltd. at Sperling, Manitoba near mileage 30.1 Carman Subd. C.N.R.

- 124004 April 5 - Approving the location of proposed new office building, additional fence and catwalk, and additional flammable liquid storage and transfer facilities of Texaco Canada Limited at St. Felicien, P.Q. near mileage 29.72 Roberval Subd. C.N.R.
- 124005 April 5 - Approving the temporary Anhydrous Ammonia unloading facilities of Barton Developments Limited at Nobleford, Alta. near mileage 12.0 Aldersyde Subd. C.P.R.
- 124006 April 5 - Approving the location of proposed 12' x 12' office building at the flammable liquid bulk plant of Imperial Oil Limited in Reston, Man., near mileage 32.5 Arcola Subd. C.P.R.
- 124007 April 5 - Authorizing the C.P.R. to close the crossings of the highway and its railway at mileages 96.36 and 96.65 Outlook Subd., Sask.
- 124008 April 5 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and St. Hyacinthe Road in the Parish of St-Hermas, P.Q. mileage 37.45 Lachute Subd.
- 124009 April 5 - Approving the proposed additional flammable liquid storage and existing transfer facilities of Imperial Oil Limited at Punnichy, Sask. near mileage 72.40 Watrous Subd. C.N.R.
- 124010 April 6 - Authorizing the C.N.R. to improve the vision at the crossing of their railway and Township Road between Concessions 3 and 4, Township of Thorah, County of Ont., Ont. mileage 61.84 Bala Subd.
- 124011 April 6 - Authorizing the C.N.R. to operate their engines, cars and trains on their Industrial Lead Track which commences opposite mileage 48.46 Camrose Subd. and crosses 39th Street, Camrose, Alta.
- 124012 April 6 - Approving the overhead and side clearances on the sidings serving the chip loader and mill of the Eagle Lake Sawmills, Ltd. which commences at mileage 122.42 Fraser Subd. at Giscome, B.C. C.N.R.
- 124013 April 6 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge which carries the highway across and over its tracks at mileage 23.31 Windermere Subd. B.C.
- 124014 April 6 - Allocating the cost of installing automatic protection at the crossing of East Pike Creek Road and the C.N.R. in the Township of Maidstone, Ont. mileage 97.03 Chatham Subd.

- 124015 April 6 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Chesterton Shores Road in the Township of Pickering, Ont. mileage 317.22 Kingston Subd. and of relocating the reflectorized crossing signs from the crossing to another crossing of the C.N.R. and Dunlop Street at Whitby, Ont. mileage 0.07 team track, Whitby Town Spur.
- 124016 April 6 – Authorizing the New York Central System to install automatic protection at the crossing of its railway and Oxford County Road No. 20, County of Oxford, Ont. at mileage 87.31 Main Line Subd.
- 124017 April 6 – Authorizing removal of the speed limitation at the crossing of the highway and the C.N.R. at Ardrossan, Alta. mileage 250.25 Wainwright Subd.
- 124018 April 6 – Authorizing removal of the speed limitation at the crossing of the highway and the C.N.R. being the first public crossing east of the station at Drummond, N.B. mileage 177.51 Napadogan Subd.
- 124019 April 6 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 236 in Rosser, Man. mileage 15.05 Carberry Subd.
- 124020 April 7 – Amending Order No. 122298 which authorized Trans-Canada Pipe Lines Limited to construct a natural gas pipe line across and under the tracks of the C.N.R. on the NW $\frac{1}{4}$ 31-13-25-WPM, Man. mileage 173.43 Rivers Subd.
- 124021 April 7 – Authorizing removal of the speed limitation at the crossing of the New York Central System and Talbot Street at Essex, Ont. mileage N.F. 210.41.
- 124002 April 7 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and George Street, at Durham, Ont. mileage 16 Walkerton Subd.
- 124023 April 7 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Rossburn Subd. Man.
- 124024 April 7 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Qu'Appelle Subd. Sask.
- 124025 April 7 – Approving the location of proposed office building and additional flammable liquid bulk storage and transfer facilities

of Shell Canada Limited at Hoey, Sask. near mileage 82.6 Cudworth Subd. C.N.R.

- 124026 April 7 - Approving the changes to the automatic protection at the crossing of the C.N.R. and Highway No. 502 in Napanee, Ont. Mileage 199.76, Kingston Subd.
- 124027 April 7 - Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of its Victoria Subd. between mileage 38.0 and mileage 38.7 B.C.
- 124028 April 7 - Authorizing the National Harbours Board to construct Low Level Road across the tracks of the C.N.R. between D.L. 272 and D.L. 273, City of North Vancouver, B.C. at mileage 6.17 Burrard Harbour Line.
- 124029 April 7 - Authorizing the C.N.R. to remove collision struts between columns located on line "W" between tracks Nos. 4 and 5 at Central Station, City of Montreal, P.Q.
- 124030 April 7 - Allocating the cost of installing automatic protection at the crossing of the C.N.R. and 12th Street S.E. in Calgary, Alta. mileage 3.50 Calgary Freight Terminal Line.
- 124031 April 7 - Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Bas Cote St-Pierre, Parish of St-Janvier de Lacroix, P.Q. mileage 8.26 Ste-Agathe Subd.
- 124032 April 7 - Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Otter Lake Road in the Township of Foley, Ont. mileage 143.65 Bala Subd.
- 124033 April 7 - Allocating the cost of improving the approach grades and installing automatic protection at the crossing of Van Sickie Road where it crosses the tracks of the C.N.R. City of St. Catharines, County of Lincoln, Ont. mileage 12.55 Grimsby Subd.
- 124034 April 7 - Allocating the cost of installing automatic protection at the crossing of the Algoma Central Railway and Provincial Highway No. 583, Township of Lowther, 2.1 miles north of Cappell, Ont. mileage 282.78 Northern Subd.
- 124035 April 7 - Allocating the cost of installing improvements to the protection at the crossing of the C.N.R. and Wilson Street, City of Hamilton, Ont. mileage 0.68 Hagersville Subd.
- 124036 April 7 - Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Highway No. 46 in Corner Brook, Nfld. mileage 409.74 Port Aux Basques Subd.

- 124037 April 7 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 50th Avenue (Highway No. 12) Town of Lacombe, Alta. mileage 18.47 Leduc Subd.
- 124038 April 7 – Authorizing the C.P.R. to operate over the private siding serving Canadian Forest Products Limited commencing at mileage 6.1 Westminster Subd. and which crosses Capalano Avenue, City of New Westminster, B.C.
- 124039 April 7 – Allocating the cost of installing automatic protection at the crossing of Notre Dame Street across the Turcot Holdings lead track of the C.N.R. at mileage 0.14 off mileage 4.04 Montreal Subd., City of Montreal, P.Q.
- 124040 April 7 – Approving Supplement No. 9 to Traffic Agreement between The Bell Telephone Company of Canada and the Falkirk Community Telephone Company Limited.
- 124041 April 7 – Approving Traffic Agreement, Supplements Nos. 1, 2, 3, 4, 5, 6 and 7 between the Bell Telephone Company of Canada and the Central Community Telephone Company Limited (Kerwood-Naim).
- 124042 April 7 – Allocating the cost of improving the automatic protection at the crossing of the C.P.R. and 8th Street, City of Calgary, Alta. mileage 174.88 Brooks Subd.
- 124043 April 7 – Approving Revised Appendix "A" and Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and Societe de Telephone de La Baie du Febvre.
- 124044 April 7 – Authorized removal of the speed limitation at the crossing of the highway and the C.N.R. at mileage 255.97 Wainwright Subd. Alta.
- 124045 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Grand Bernier Road North in St-Jean, P.Q. mileage 21.97 Adirondack Subd.
- 124046 April 7 – Approving Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Wightman Telephone Limited
- 124047 April 7 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Sophie de Megantic.
- 124048 April 7 – Authorizing the C.P.R. to open for the carriage of traffic its Lake Ingebright Branch Line approximately 11 miles in length, commencing at a point in the N.E.¼-26-17-26-W3M near Fox

Valley, Sask. at mileage 70.25 Burstall Subd. and ending at a point in Section 25, Twp. 16, Range 25, West 3rd Meridian, Sask.

- *124049 April 7 – Disallowing C.P.R. Tariffs 96 and 97 and D.A.R. Tariff 1458 which were suspended by Order No. 122745 and permitting both railways to file and put into effect fare increases on thirty days' prior notice. (See page 220, 57 BTC).
- *124050 April 7 – Approving B.T. Form No. 301 for use at the option of parties to Traffic Agreements between the Bell Telephone Company of Canada and other companies, approving Alternate Appendix "B" (1967) and Supplement Appendix B and rescinding authority of Order No. 109064 and amending Order No. 120368. (See page 282, 57 BTC).
- 124051 April 7 – Allocating the cost of installing the automatic protection at the crossing of the C.N.R. and Villemontel-Ste-Gertrude Road in Trecesson Township, County of Abitibi, P.Q. at mileage 55.84 Taschereau Subd.
- 124052 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Lower South Road in St-Janvier-de-Lacroix, P.Q. mileage 6.98 Ste. Agathe Subd.
- 124053 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and the V.L.A. Road, two miles west of Chase, B.C. mileage 95.34 Shuswap Subd.
- 124054 April 7 – Allocating the cost of installing automatic protection at the crossing of the Algoma Central Railway and Highway No. 552 at Island Lake, Ont. mileage 16.25 Soo Subd.
- 124055 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and 30th Avenue S.E. in Calgary, Alta. mileage 1.16 Macleod Subd. and of relocating the reflectorized crossing signs from the said crossing to another crossing at mileage 0.10 South switching lead off mileage 0.6 Laggan Subd. Alta.
- 124056 April 7 – Authorizing the New York Central System to install automatic protection at the crossing of its railway and Kent County Road No. 15, between the Townships of Harwich and Howard, Ont. mileage 162.24 N.F. Main Line Subd. in lieu of the existing protection.
- 124057 April 7 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 10 in the Parish of St- Fabien, P.Q. mileage 144.99 Mont Joli Subd.

- 124058 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 468 in Chater, Man. mileage 127.45 Carberry Subd. and of relocating the reflectorized crossing signs from the crossing to another crossing of the C.P.R. at mileage 45.54 Alida Subd. Sask.
- 124059 April 7 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Chaloupe Range Road, Parish of Ste-Elizabeth, P.Q. mileage 95.67 Joliette Subd.
- *124060 April 7 – Approving Plan No. SIU-2.1, being C.N.R.'s standard plan of minimum clearance requirements for industrial sidings for standard gauge tracks. (See page 285, 57 BTC).
- 124061 April 7 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Petite Acadie Range Road in St. Luc, P.Q. mileage 24.58 Rouses Point Subd.
- 124062 April 7 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 120674.
- 124063 April 7 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 112611.
- 124064 April 7 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 108151 and 115712
- 124065 April 7 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 115675.
- 124066 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Provincial Road No. 424, in Calrin, Man. mileage 18.44 Rivers Subd.
- 124067 April 7 – Allocating the cost of improving the approach grades at the crossing of the New York Central System and Koabel Road, between Lots 4 and 5, in Concession 4, Township of Humberstone, Ont. mileage 11.38 Fort Erie Subd.
- 124068 April 7 – Allocating the cost of improving the approach grades at the crossing of the C.N.R. and White Road between Lots 14 and 15 in Concession 4, Township of Humberstone, Ont. mileage 14.70 Cayuga Subd.
- 124069 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and St-Pierre Range Road, Parish of Ste-Elizabeth, P.Q. mileage 92.72 Joliette Subd.

- 124070 April 7 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and the Access Road to McDonald, Man. mileage 9.33 Minnedosa Subd. and of relocating the reflectorized crossing signs from the crossing to another crossing of the C.P.R. at mileage 0.66 Boissevain Subd. Man.
- 124071 April 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, in the Village of Causapscal, P.Q. mileage 47.84 Mont Joli Subd.
- 124072 April 10 – Approving the temporary location of the temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited, near mileage 33.2 Port Burwell Subd. C.P.R.
- 124073 April 10 – Authorizing the New York Central System to install automatic protection at the crossing of its railway and Kent County Road No. 19, in Highgate, Ont. mileage 155.51 N.F. Main Line Subd., in lieu of the existing protection.
- 124074 April 10 – Approving changes in the automatic protection at the crossing of the C.N.R. and St. Charles Street, in Vaudreuil, P.Q. mileage 24.54 Kingston Subd.
- 124075 April 10 – Authorizing the C.N.R. to remove the station agent at Calstock, Ont.
- 124076 April 10 – Amending Order No. 123156 which authorized the removal of the speed limitation at the crossing of The Chesapeake and Ohio Railway Company and No. 18-19 Sideroad at Leamington, Ont. mileage 42.6 No. 1 Subd. (formerly shown as 41.26)
- 124077 April 10 – Authorizing the C.N.R. to remove the caretaker and the station building at Petersburg, Ont. mileage 69.16 Guelph Subd.
- 124078 April 10 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Mervin Lane Road, Township of Augusta, Ont. mileage 114.43 Kingston Subd.
- 124079 April 10 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 500, at Hazelridge, Man. mileage 106.59 Keewatin Subd.
- 124080 April 11 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing east of the station at St. Simeon, P.Q. mileage 84.33 Cascapedia Subd.
- 124081 April 11 – Allocating the cost of improving the protection at the crossing of the C.N.R. and Barton Street, City of Hamilton, Ont. mileage 0.29 Hagersville Subd.

- 124082 April 11 – Allocating the cost of installing improvements to the protection at the crossing of the C.N.R. and Main Street, City of Hamilton, Ont. mileage 0.93 Hagersville Subd.
- 124083 April 11 – Amending Order No. 119854 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 70 at Shallow Lake, Ont. mileage 62.33 Owen Sound Subd.
- 124084 April 11 – Allocating the cost of installing improved protection at the crossing of the C.N.R. and Howe Avenue, City of Halifax, N.S. mileage 0.34 Chester Subd.
- 124085 April 11 -- Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124086 April 11 -- Allocating the cost of installing automatic protection at the crossing of Cummer Avenue and the C.N.R. in the Township of North York, Ont. mileage 14.13 Bala Subd.
- 124087 April 11 - Amending Appendix "A" to Order No. 116957 which authorized the C.P.R. to mark, install and maintain signboards with reflective material at certain highway crossings of its railway.
- 124088 April 11 -- Allocating the cost of installing reflectorized crossing signs at the crossings of the C.P.R. as listed in Appendix "A" of Order No. 123814.
- 124089 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Highway No. 11 in Cooks Brook, N.B. mileage 118.71 Springhill Subd.
- 124090 April 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 14th Range Road in Grande-Riviere West, Gaspe-South County, P.Q. at mileage 52.66 Chandler Subd.
- 124091 April 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Chaloupe Range Road, Parish of Ste-Elizabeth, P.Q. mileage 98.07 Joliette Subd.
- 124092 April 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ridge Road in the Township of Godmanchester, Huntingdon County, P.Q. mileage 36.81 Massena Subd.
- 124093 April 11 – Authorizing the C.N.R. to make changes to the interlocking at the crossing of their railway and the C.P.R. at Allenby, P.Q.

- 124094 April 11 – Allocating the cost of improving the south approach to the crossing of the Lower Jordan Road and the C.N.R. in the County of Shelburne, N.S. mileage 49.30 Yarmouth Subd. and of installing automatic protection at the said crossing.
- 124095 April 11 – Amending Order No. 121366 which authorized the apportionment of the costs of reconstructing and improving the subway carrying Highway No. 4 under the C.P.R. at Durham, Township of Glenelg, County of Grey, Ont. mileage 15.93 Walkerton Subd.
- 124096 April 11 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 11, at Barwick, Ont. mileage 116.3 Fort Frances Subd.
- 124097 April 11 – Allocating the cost of improving the approach grades and the installation of automatic protection at the crossing of the C.N.R. and First Street Louth, City of St. Catharines, Lincoln County, Ont. mileage 12.84 Grimsby Subd.
- 124098 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Lombard Street, Town of Smiths Falls, Ont. mileage 35.7 Smiths Falls Subd.
- 124099 April 11 – Allocating the cost of relocating the automatic protection at the crossing of the C.P.R. and Highway No. 38, City of Laval, P.Q. mileage 10.05 Trois-Rivieres Subd.
- 124100 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Marangouiniere Road in the Municipality of St. Jean Chrysostome, P.Q. mileage 223.34 Monk Subd.
- 124101 April 11 – Authorizing the Highways Department of Manitoba to widen Provincial Road No. 240 where it crosses the C.P.R. in St. Claude, Man. at mileage 57.52 Glenboro Subd. and authorizing the Railway to install automatic protection at the said crossing.
- 124102 April 11 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Pighin Road north of Marysville, B.C. mileage 13.64 Kimberley Subd. and to relocate the existing reflectorized signs to another crossing of its railway and the highway at mileage 0.20 Carson Spur which junctions at mileage 93.37 with Boundary Subd.
- 124103 April 11 – Amending Order No. 116515 which authorized the Corporation of the County of Grey, Ont. to widen County Road No. 8-A

where it crosses the C.N.R. between Concessions 9 and 10, Lot 11, Township of Normanby, County of Grey, Ont. at mileage 16.45 Owen Sound Subd., improve the approach grades at the said crossing and which authorized the Railways to relocate the existing automatic protection.

- 124104 April 11 – Approving and authorizing the overhead clearances on the siding serving the Engine and Test Car Building, Technical Research Center, Montreal Yard, P.Q. CNR
- 124105 April 11 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and 9th Street, Village of St-Antoine-des-Laurentides, P.Q. mileage 12.28 Ste-Agathe Subd.
- 124106 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 412, R.M. of Rosser, Man. mileage 22.42 Carberry Subd.
- 124107 April 11 – Amending Order No. 121996 which authorized the Corporation of the City of Sault Ste. Marie, Ont. to reconstruct and improve Peoples Road where it crosses the Algoma Central Railway at mileage 6.00 Soo Subd. and authorized the Railway to install automatic protection at the said crossing.
- 124108 April 11 – Authorizing the City of Montreal, P.Q. to construct a subway to carry Meilleur Street across and under the C.N.R. at mileage 140.60 Joliette Subd. and authorizing the Railways to construct a temporary deviation of their railway on a temporary trestle to permit the construction of the said subway and to relocate their track to its permanent location over the subway.
- 124109 April 11 – Authorizing the Ontario Department of Highways to reconstruct the existing grade separation of Highway No. 27 where it crosses the C.P.R., Borough of Etobicoke, Ont. at mileage 10.87 Galt Subd. to accommodate ten additional traffic lanes and approving the restricted overhead clearances during the construction of the overhead bridge.
- 124110 April 11 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Main Street, Town of Chelmsford, Ont. mileage 90.94 Cartier Subd. and to relocate the existing reflectorized signs to another crossing of its railway and the highway at mileage 1.05 Scarboro Pit Spur, which junctions with the Belleville Subd. at mileage 194.7.
- 124111 April 11 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Highway No. 11, near Benalto, Alta. Mileage 25.54 Alberta Central Subd.

- to another crossing of its railway and the highway at mileage 24.96 Alberta Central Subd. Alta.
- 124112 April 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 10, north of Brandon, Man. mileage 22.32 Rapid City Subd.
- 124113 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Belle Riviere Road North, in Ste-Scholastique Parish, P.Q. mileage 32.67 Lachute Subd.
- 124114 April 11 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 0.6 Empire Lead, which commences at mileage 132.4 Nipigon Subd. Ont. to another crossing of its railway and the highway at mileage 47.62 Winnipeg Beach Subd. Man.
- 124115 April 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Windermere Avenue, R.M. of Fort Garry, Man. mileage 0.45 Letellier Subd. to another crossing of their railway and the highway opposite mileage 54.34 Rivers Subd. Man.
- 124116 April 11 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Dufresne Road, Parish of La Visitation de Champlain, P.Q. mileage 96.43 Quebec Subd.
- 124117 April 11 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossings of its railway and Stanley Avenue, mileage 2.94 Kaministiquia Subd., and Crawford Avenue, at mileage 2.81 Kaministiquia Subd., City of Fort William, Ont. to other crossings of its railway and the highways at mileages 68.4 Arborg Subd. and 37.33 Emerson Subd. Man.
- 124118 April 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and the highway at mileage 157.97 Newcastle Subd., N.B. to another crossing of their railway and the highway at mileage 25.66 Caraquet Subd. N.B.
- 124119 April 11 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Montpellier Road Town of Chelmsford, Ont. mileage 91.64 Cartier Subd.
- 124120 April 11 – Authorizing the C.P.R. to remove the station agent at Lac Vert, Sask. mileage 55.2 Melfort Subd. provided a resident caretaker is appointed.

- 124121 April 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 207 near Dugald, Man. mileage 242.55 Redditt Subd. and to relocate the reflectorized crossing signs to another crossing of their railway and the highway at mileage 70.81 Ridgville Subd. Man.
- 124122 April 11 – Amending Order No. 122299 which authorized Trans-Canada Pipe Lines to construct a natural gas pipe line across and under the C.N.R. in SW¼-2-21-28-WPM, R.M. of Russell, Man. mileage 103.75 Rossburn Subd.
- 124123 April 11 – Amending Order No. 122296 which authorized Trans-Canada Pipe Lines Limited to construct a natural gas pipe line across and under the C.N.R. in the NE¼-8-17-28-WPM, R.M. of Ellice, Man. mileage 204.0 Rivers Subd.
- 124124 April 11 – Amending Order No. 122297 which authorized Trans-Canada Pipe Lines Limited to construct a natural gas pipe line across and under the C.N.R. between the NE¼ and the SE¼-2-12-12-WPM, Man. mileage 87.01 Rivers Subd.
- 124125 April 12 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Perron Road, Parish of St-Adelphe, P.Q. mileage 65.08 La Tuque Subd.
- 124126 April 12 – Amending Orders Nos. 122309 and 123910 which approved the tolls of tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- 124127 April 12 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Old County Road 11A Township of Pittsburgh, Frontenac County, Ont. at mileage 168.22 Kingston Subd.
- 124128 April 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dundas Street, Ont. mileage 29.88 Thorndale Subd.
- 124129 April 12 – Approving the location of the temporary crude oil transfer facilities from tank truck to tank car, of the Gibson Petroleum Company Limited at Grand Centre, Alta. near mileage 61.1 Bonnyville Subd. CNR.
- 124130 April 13 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 466, in Franklin, Man. mileage 69.95 Minnedosa Subd. and of relocating the reflectorized crossing signs to another crossing of the Railway at mileage 21.06 Alida Subd. Man.

- 124131 April 13 – Approving Drawing showing the proposed location of the C.N.R.'s new station at Thornton Road South, Ont.
- 124132 April 13 – Authorizing the Toronto, Hamilton and Buffalo Railway Co. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 66.27 Waterford Subd. Ont. to another crossing at mileage 3.14 Dundas Branch.
- 124133 April 13 – Authorizing the Highways Department of Manitoba to construct a highway across the C.N.R. in the SW¼-28-68-8-WPM, Man. mileage 136.75 Thicket Subd.
- 124134 April 13 – Allocating the cost of constructing a subway to carry William Street across and under the C.N.R. at mileage 264.67 Kingston Subd. and of reconstructing and improving the subway carrying William Street across and under the C.P.R. at mileage 135.53 Belleville Subd. Town of Cobourg, County of Northumberland, Ont.
- 124135 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Old Highway No. 10, Parish of St-Simon, Rimouski County, P.Q. mileage 151.48 Mont-Joli Subd.
- 124136 April 14 – Allocating the cost of installing protection at the crossing of the C.P.R. and Provincial Road No. 350 at MacGregor, Man. mileage 77.23 Carberry Subd.
- 124137 April 14 – Authorizing the C.N.R. to close the crossing of their railway and the highway, east of the SE¼-32-44-30-WPM, Sask. mileage 74.71 Erwood Subd. and to relocate the reflectorized crossing signs to another crossing of their railway and the highway at mileage 126.97 Margo Subd. Sask.
- 124138 April 14 – Allocating the cost of improving the approach grades at the crossing of the C.N.R. and Pietz Road between Lots 26 and 27, Concession 5, Township of Humberstone, Ont. mileage 19.58 Cayuga Subd.
- 124139 April 14 – Amending Order No. 107388 which authorized the Saskatchewan Department of Highways & Transportation to construct an overhead bridge to carry Highway No. 39 across and over the C.P.R. near Estevan, Sask. at mileage 139.0 Portal Subd.
- 124140 April 14 – Authorizing the County of Essex Ont. to reconstruct County Road No. 8 where it crosses The Chesapeake and Ohio

Railway Company between Concession 1, Township of Gosfield South and Concession 2, Township of Colchester South, mileage 26.00 No. 1 Subd.

- 124141 April 14 – Allocating the cost of improving the protection at the crossing of the C.N.R. and Kelley Street, City of Hamilton, Ont. mileage 0.62 Hagersville Subd.
- 124142 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 207 near Oakbank, Man. mileage 116.57 Keewatin Subd.
- 124143 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Rochefondu Road in the Township of Westmeath, Ont. mileage 71.84 Beachburg Subd.
- 124144 April 14 – Allocating the cost of improving the protection at the crossing of the C.N.R. and King William Street, City of Hamilton, Ont. mileage 0.78 Hagersville Subd.
- 124145 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Ste-Marguerite Range Road, at St-Antoine-des-Laurentides, P.Q. mileage 10.14 Ste-Agathe Subd.
- 124146 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Beaver Lake Road, at Winfield, B.C. mileage 105.89, Okanagan Subd.
- 124147 April 14 – Allocating the cost of installing protection at the crossing of the C.N.R. and Du Manège Street, in the Town of Beauport, P.Q. mileage 3.48 Murray Bay Subd.
- 124148 April 14 – Authorizing the C.N.R. to make changes to the interlocking at the crossing of their railways at Cantic, P.Q. mileage 5.09 Rouses Point Subd. and imposing a speed limitation of twenty miles per hour on engines and trains when approaching and when between the approach and governing interlocking signals of the diamond crossing.
- 124149 April 14 – Allocating the cost of improving the automatic protection at the crossing of the C.P.R. and County Road No. 19 in the United Counties of Russell and Prescott, Ont. mileage 56.59 Montreal & Ottawa Subd.
- 124150 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Old Hedley Road east of Princeton, B.C. mileage 69.3 Princeton Subd.

- 124151 April 14 – Allocating the cost of installing protection at the crossing of the highway and the C.N.R., Township of Matilda, Ont. mileage 95.9 Kingston Subd.
- 124152 April 14 – Authorizing the C.N.R. to install automatic protection at the crossing of Fitton's Side Road and their railway at mileage 44.25 Midland Subd. and the C.P.R. at mileage 1.4 Port McNicoll Subd., Town of Orillia, Ont.
- 124153 April 14 – Amending Order No. 123149 which authorized the improvement and widening of Bridge Street where it crosses the Canada Packers' Siding and Forfar Yard Lead of the C.N.R. at mileage 0.13 of the said siding, and mileage 0.04 of the Lead Track, City of Montreal, P.Q.
- 124154 April 14 – Allocating the cost of constructing a road diversion across the C.N.R. under their existing bridge in the NW¼-20-53-6-W5M, near Magnolia, Alta. mileage 61.29 Edson Subd.
- 124155 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and the St-Simon – St-Mathieu Road, in St-Simon Parish, Rimouski County, P.Q. mileage 153.11 Mont Joli Subd.
- 124156 April 14 – Allocating the cost of installing improvements to the protection at the crossing of the C.N.R. and Hunter Street in the City of Hamilton, Ont. mileage 1.05 Hagersville Subd.
- 124157 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Rosedale Avenue, Town of Brampton, Ont. mileage 8.0 Orangeville Subd.
- 124158 April 14 – Allocating the cost of improving the sight lines at the crossing of the C.N.R. and the Municipal Road, between the SE¼ of Section 30 and the NE¼-19-59-10-W4M, County of St. Paul, Alta. mileage 0.92 Bonnyville Subd.
- 124159 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Ridge Road, Township of Godmanchester, P.Q. mileage 38.04 Massena Subd.
- 124160 April 14 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Chemin des Grandes Prairies, Parish of Ste-Marthe du Cap, P.Q. mileage 1.38 Piles Subd.
- 124161 April 17 – Approving changes to the signals at mileage 50.44 Redditt Subd. of the C.N.R.
- 124162 April 17 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the third public crossing east of Delia, Alta. mileage 18.88 Drumheller Subd.

- 124163 April 17 – Imposing a speed limitation of 10 mph on engines, cars and trains at the crossing of the C.N.R. and 12th Concession Road, Township of Enniskillen, Lampton County, near Petrolia, Ont. mileage 1.67 Petrolia Spur.
- 124164 April 17 – Approving the location of the proposed Ammonium Nitrate storage facility of Shell Canada Limited at Naverville, Man. CPR. near mileage 21.0 Emerson Subd.
- 124165 April 17 – Authorizing the Quebec Department of Roads to widen and improve 10th Range Road where it crosses the C.N.R. in the Municipality of the Parish of Notre-Dame-du-Bon Conseil, County of Drummond, P.Q. mileage 87.38 Drummondville Subd.
- 124166 April 17 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and Savanne Road in Notre-Dame de Bonsecours, P.Q. mileage 41.86 Granby Subd.
- 124167 April 17 – Approving the location of the two 10-inch flammable liquid pipelines of Texaco Canada Limited on the right of way of the C.N.R. near Sillery, P.Q.
- 124168 April 17 – Authorizing the M.D. of Sturgeon No. 90, Alta. to reconstruct the highway where it crosses the Northern Alberta Railways Company between the SW $\frac{1}{4}$ of Section 12 and the SE $\frac{1}{4}$ -11-56-24-W4M, at mileage 6.66 Lac La Biche Subd. and to improve the vision at the said crossing.
- 124169 April 17 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and Provincial Road No. 241 in Headingly, Man. mileage 10.21 Glenboro Subd.
- 124170 April 17 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Hannibal Street, Town of Smiths Falls, Ont. mileage 34.84 Smiths Falls Subd. and requiring all railway movements on the private siding serving Rideau Feed Limited over Hannibal Street be flagged by a member of the train crew.
- 124171 April 17 – Allocating the cost of installing improvements to the automatic protection at the crossing of the C.N.R. and King Street in the City of Hamilton, Ont. mileage 0.86 Hagersville Subd.
- 124172 April 17 – Allocating the cost of installing improvements to the protection at the crossing of the C.N.R. and Jackson Street, City of Hamilton, Ont. mileage 0.99 Hagersville Subd.
- 124173 April 17 – Allocating the cost of installing automatic protection at the crossing of the C.N.R. and the highway between Lots 30 and 31, Township of Matilda, Ont. mileage 102.10 Kingston Subd.

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the apportionment of the balance of the cost, which was reserved for further consideration and Order of the Board by Order No. 113525 dated February 17, 1964, in respect of the reconstruction of the bridge at mileage 45.25 Victoria Subdivision of the Esquimalt and Nanaimo Railway in the Province of British Columbia.

File No. 45897

May 5, 1967

BEFORE:

ROD. KERR, Q.C.,
J.E. DUMONTIER,
W.R. IRWIN,

Chief Commissioner.
Deputy Chief Commissioner.
Commissioner.

APPEARANCES:

M.H. SMITH,

for Department of Highways,
Province of British Columbia.

R.J. MADGE,

for Esquimalt and Nanaimo Railway.

Heard at Victoria, British Columbia, on October 26, 1966.

JUDGMENT

KERR, C.C.:

By its Order No. 113525, dated February 17, 1964, the Board authorized the Department of Highways of British Columbia to reconstruct the overhead bridge that carries the Trans-Canada Highway across and over the right-of-way and track of the Esquimalt and Nanaimo Railway Company at mileage 45.25 Victoria Subdivision, in British Columbia. The Board authorized a grant from the Railway Grade Crossing Fund of 50% of the cost of reconstruction, or \$40,000, whichever would be the lesser, and reserved the remainder of the cost for further consideration and Order.

The issue for determination at this time is what amount, if any, shall the railway company be required to pay towards the said cost.

57 B.T.C.

The overhead bridge was originally constructed by the Department of Highways in 1949, pursuant to Board Order No. 73604, dated December 8, 1949. At that time there was no highway across the railway and consequently there was no existing crossing hazard or inconvenience to be removed or diminished. The Department of Highways established a new crossing, built as an overhead bridge and chose the location, type and size of the bridge, entirely for the benefit of highway traffic. The Department bore all the cost of construction and maintenance.

The reconstruction authorized in 1964 was principally to widen the deck of the bridge, to increase its load capacity, and to provide a smooth curve adequate for the speed of modern highway traffic and to bring the bridge up to Trans-Canada Highway standards. It is part of the Trans-Canada Highway.

The reconstruction was entirely for highway transport purposes and convenience. Neither the original bridge nor its reconstruction was of benefit to railway operations or to the railway company in a financial way.

Counsel for the Department of Highways submitted that the railway company should be required to pay 12½% of the cost of the reconstruction of the bridge. He submitted that under Section 267 of the Railway Act there is a continuing obligation on the railway company to pay a fair share of the cost of affording safe and adequate facilities for all traffic using the overhead bridge, and that this continuing obligation is tied to increasing traffic flow and varying traffic modes. Section 267 is as follows:

"267. Every structure by which any railway is carried over or under any highway or by which any highway is carried over or under any railway, shall be so constructed, and, at all times, be so maintained, as to afford safe and adequate facilities for all traffic passing over, under or through such structure."

Counsel for the Department also submitted that a contribution of 12½% by the railway company is in keeping with the Board's Judgment in the South Stukely case, 54 J.O.R. & R. 479, in which the Board said:

"In trying to establish the value of its contribution, the Company makes the assumption that its obligation is limited to the maintenance or the replacement of the old structure. Yet, according to section 267 of the Railway Act, these structures 'shall be so constructed and at all times be so maintained as to afford safe and adequate facilities for all traffic passing over, under or through them.'

I believe that this can only be interpreted as meaning that the obligations of the Railway are related to the adequate facilities required, rather than to only the old structure, where it is no longer adequate for the traffic offering.

In the case of replacement of a level crossing by a grade separation, the Railway is asked to contribute on a percentage basis towards the cost

of the grade separation. The Board has established a formula of apportionment of costs of construction whereby the Railway usually contributes 5 per cent, which has been generally accepted as representing the responsibility of the Railways with respect to such improvements. As the Board contributes 80 per cent of the cost of such works, the Railway's share is the equivalent of one quarter of the remainder of the cost.

I believe that the responsibility of the Railway is no less in respect of the replacement of a grade separation which is inadequate for present day traffic. The fact that the Railway Act limits the contribution from The Railway Grade Crossing Fund to 50 per cent of the cost of the new structure is no reason why the proportion to be paid by the Company should be less than one-quarter of the remainder, as is the case for new grade separations.

I cannot agree with the position taken by the Company that its obligation to contribute towards the cost of grade separations to replace inadequate structures should be limited to the value of the improvement in its net financial position that would result from discontinuance of its commitments to maintain its existing structure. On the other hand, I consider that the suggestion of the Department that the Company should contribute 20 per cent of the cost of the structure is not well founded. There is no doubt that it will be difficult to assess, in dollars and cents, the value of the advantages that will accrue to the highway traffic as a result of this improvement. It is not difficult to see, however, that the benefits are greater to the highway than they are to the Railway.

I consider that it is fair and reasonable in this case to require the Company to contribute one-quarter of the remainder of the cost of construction, after the 50 per cent grant from The Railway Grade Crossing Fund, or 12½ per cent of the total cost, the remainder to be paid by the Quebec Department of Roads."

An appeal by Canadian Pacific from that Judgment was dismissed by the Supreme Court of Canada (1965 S.C.R. 602).

Counsel for the Department made a third submission that in a letter to provincial Departments of Highways and other major highway authorities, dated April 11, 1963, the Board proposed a formula for the apportionment of the cost of reconstructing grade separations. The letter is as follows:

"The Board is presently studying the possibility of adopting a formula to be applied to the apportionment of the balance of the cost of reconstructing and improving existing grade separations when such projects qualify for a grant of 50% from the Railway Grade Crossing Fund.

A review was made by the Board of 64 projects which were authorized to be reconstructed and improved between the years 1958 and 1962, to which

commitments of 50% of the cost were made from the Railway Grade Crossing Fund for their reconstruction and improvement. Each of these existing projects did not exceed a cost of \$500,000, exclusive of land damage and relocation of public utilities, and the proposed structures were all contained within the limits of the existing road allowances or equivalent areas.

The review indicated that 9 of the projects on which the Board determined the apportionment of the balance of the cost, an overall average of 13.04% of the cost was assessed against the railway companies. Three of these projects were in rural areas and six were in urban. Of the other 55 projects, the apportionment of cost was determined by agreement between the railway company and the public authority, and in these instances, the railway was assessed an overall average of 12.14%. Twenty-five of these projects were in rural areas and 30 were in urban.

As a result of this review, the Board considers that a fair apportionment of the balance of cost would be for the railway to assume 12½% and the highway authority 37½%. Such an apportionment would have the highway authority paying three times as much as the railway. This is similar to the apportionment of the cost of constructing new grade separations in which the cost is paid 80% from the Railway Grade Crossing Fund, 15% by the highway authority and 5% by the railway.

The Board is also studying a division of the cost of future maintenance of the reconstructed and improved existing grade separations. It considers that such costs should be assessed in a similar manner as that presently followed for future maintenance of new grade separations which are constructed in accordance with Section 10 of General Order No. 842; i.e., (1) overhead bridge – entire cost of maintenance, including maintenance of the structure, the approaches, the road surface and sidewalks thereon, would be assumed by the highway authority (2) subway – cost of maintenance of the substructure and superstructure would be assumed by the railway; all other costs including maintenance of approaches, road surface, drainage, lighting and sidewalks would be assumed by the highway authority.

In view of the very satisfactory experience which the Board has had in the adoption of its present formula for the apportionment of cost with respect to the construction of new grade separations, it feels that similar good results could be expected from the use of a formula in assessing the apportionment of costs of reconstructing and improving existing grade separations.

The adoption of such a formula would expedite the approval of applications submitted to the Board for this type of project and would eliminate the prolonged exchange of correspondence between the highway authority and the railway in attempting to develop a division of the cost acceptable to both

parties. A further advantage of such a formula would be that, when submitting an application, the applicant would be aware of the portion of the cost he would be expected to assume.

While the Board is confident that in most cases the proposed formula would be applicable, it is to be understood, of course, that in any one case if for good reason any party was not satisfied with the application of the formula, the Board would give such a case special consideration.

It would be appreciated if you will let the Board have your comments with respect to the foregoing, within the next 30 days."

The Department of Highways of British Columbia, in a reply to that letter, indicated its willingness to have the formula apply. The Board was unable to obtain the consent of the railway companies to the use of the formula and has continued to deal with each case without an agreed formula as proposed in its letter.

Counsel for Canadian Pacific submitted:

- 1) That Section 267 does not impose an obligation on the railway company to pay a part of the cost of reconstructing the bridge; and that by assuming the payment of all of the cost of constructing the bridge when it was first built, and all of the cost of maintaining it since that time, the Department of Highways had acknowledged that the railway company did not have a financial obligation in respect of the bridge.
- 2) That the construction of the bridge and its reconstruction conferred no benefit on the railway company and that the benefit of the bridge goes entirely to highway users and in such case the railway company should not be required to contribute any amount.
- 3) That the facts in the South Stukely case differed from those in the present case in that the subway that was reconstructed in the South Stukely case was constructed in 1908 by the railway company to replace a wooden trestle carrying the railway across the highway and that the subway had been always maintained by the company, and therefore some contribution by the company towards the cost of replacing or reconstructing the subway was warranted.
- 4) That in other cases in recent years the Board has not required railway companies to pay any part of the cost of reconstructing grade separations that were originally constructed across railways at the cost of the highway authorities and without cost to the railways.
- 5) That all of the 64 cases referred to in the Board's letter of April 11, 1963, proposing a formula were cases in which the railway companies had paid varying amounts towards the grade separations before they were

reconstructed and that the formula was not directed towards grade separations in respect of which the companies had never made contributions.

FINDINGS AND CONCLUSIONS

The formula that was proposed in the Board's letter of April 11, 1963, was on the basis of the apportionment of the cost that had been made in the 64 cases therein mentioned which were authorized by the Board in the period September 1958 to April 1963. All were cases in which the Board ordered the railways to pay some amount towards the cost of reconstruction. They did not include any case where the railways had made no payment towards the cost of construction of the original grade separations or of their maintenance prior to their reconstruction. In the same period the Board authorized 17 other projects of reconstruction of grade separations with a grant from The Railway Grade Crossing Fund but with no payment by the railways, and all of them were cases where the railway companies had made no payment towards the cost of construction or maintenance of the original grade separations. Most of them were on the Trans-Canada Highway. A later reconstruction project was at mileage 59.50 Victoria Subdivision, the same highway and the same railway as in the present case and very similar to the present case. The Order for reconstruction, No. 115333, was issued on August 28, 1964. The Department of Highways of British Columbia agreed to bear all costs of reconstruction, after a grant from The Railway Grade Crossing Fund, and all costs of maintenance. This was subsequent to the date of the Order authorizing reconstruction of the overhead bridge in the present case.

A check of reconstruction projects since April 1963 shows a practice by the Board of not requiring railway companies to contribute towards reconstruction of grade separations where the companies had not paid some amount towards the cost of construction of the original grade separations or their maintenance prior to their reconstruction.

The cases since 1958 in which the companies were required by the Board to contribute towards the cost of reconstruction of grade separations were cases in which the companies had originally established new crossings across existing highways by means of grade separations, or cases where an existing level crossing had been eliminated by substitution of a grade separation and the companies had contributed towards the cost of construction or maintenance of the grade separation.

The Board's Judgment in the South Stukely case should be read in the light of the facts and situation which were there under consideration. The Judgment did not lay down a rule or ratio decidendi to be applied in determining the allocation of cost in a case such as the one under consideration here where the facts are substantially different.

I do not find in Section 267 or in any other section of the Railway Act an absolute obligation on the part of a railway company to contribute to the cost of reconstruction of a grade separation that carries a highway across the railway. The section requires certain work and facilities to be provided but does not contain any direction or guide as to payment of the cost thereof. But the Board has power to order a railway company to pay part or all of such cost, and there was no dispute at the hearing, nor is there any doubt, that the Board has a discretion to determine the allocation of the cost of reconstruction of the overhead bridge in the present case. The Board has a duty to endeavour to exercise that discretion reasonably.

When a railway company or a highway authority establishes a new crossing that is unrelated to an existing crossing, the Board generally requires the party that establishes the new crossing and is junior at the location, to bear the cost of its construction and of any protection necessary at that time, for the crossing is for that party's benefit, and besides conferring no benefit on the other party it may create hazards or inconvenience for the other party, particularly if the crossing is a level crossing. In such case, seniority at the crossing is a major consideration.

In the case of a long-established level crossing, seniority at the time of its establishment is not of major importance in the allocation of the cost of improving or protecting it or eliminating it by construction of a grade separation. Among more important considerations than such seniority are the conditions and circumstances that make such later work necessary and the advantages and benefits that flow from such work to the respective parties.

In most cases where existing level crossings are eliminated by substitution of grade separations because of changes in the character and volume of motor vehicle traffic, the benefit of the grade separation is much greater to the highway users than to the railway company. The benefit to each party is a consideration, but in practice the Board does not limit the amount it requires the railway company to contribute to such work to the amount by which the company's financial position is improved by the work. Where such grade separations become inadequate in subsequent years and the Board authorizes their reconstruction, the cost is usually allocated between the railway companies and the highway authorities and each bears a share. Each also bears a share in a case such as that at South Stukely where the original grade separation was constructed by the railway company at its expense and later became inadequate for the increased highway traffic using it.

The present case is different from the foregoing cases. Here the grade separation, the overhead bridge, was constructed by the Department of Highways at a location where there was no existing crossing. It was entirely for the benefit of highway traffic and conferred no benefit on the railway company, unless the avoidance of the establishment of a level crossing can be considered to be a

benefit to the company. The avoidance of establishment of a new crossing at grade does not, in the Board's practice and in my opinion, provide a valid reason for requiring a railway company to contribute towards the cost of construction of the new crossing by means of a grade separation that is unrelated to an existing crossing, nor is it a reason for requiring the company to contribute the cost of a subsequent reconstruction of the grade separation.

The reconstruction in the present instance was, like the original construction, entirely for the use and convenience of highway traffic and conferred no benefit on the railway company.

Not to require a contribution by the railway company towards the cost of such reconstruction is consistent with the Board's practice.

Having regard to the facts, the law, and the practice of the Board, I think that it is reasonable for the Board not to require the railway company to contribute towards the cost of the reconstruction.

Further consideration will be given to the Department's request to increase the amount of the grant from The Railway Grade Crossing Fund after the Board has examined the accounts relating to the work.

(Sgd.) ROD. KERR

I concur:

(Sgd.) J.E. DUMONTIER

I concur:

(Sgd.) W.R. IRWIN

OTTAWA, May 5, 1967.

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of the Canadian National Railways to discontinue passenger train service provided by Mixed Trains 233, 234, 235 and 236, from Charlottetown to Georgetown, in the Province of Prince Edward Island.

File No. 27563.527

IN THE MATTER OF the application of the Canadian National Railways to discontinue passenger train service provided by Mixed Trains 206, 208, 209 and 211, between Charlottetown and Murray Harbour, in the Province of Prince Edward Island.

File No. 27563.461

IN THE MATTER OF the application of the Canadian National Railways to discontinue passenger train service provided by Mixed Trains 267 and 268 from Charlottetown to Souris-Elmira, in the Province of Prince Edward Island.

*File No. 27563.528
May 25, 1967*

BEFORE:

H.H. GRIFFIN,
W.R. IRWIN,

*Assistant Chief Commissioner
Commissioner.*

APPEARANCES:

H.J.G. PYE,
JOHN MULLALLY,

*for Canadian National Railways.
representing the Province of
Prince Edward Island.*

EARLE INGS,

in person

HEARD AT CHARLOTTETOWN, P.E.I., May 25, 1967.

ORAL JUDGMENT

ASSISTANT CHIEF COMMISSIONER: Now, in this matter that is before us this morning, we have heard the evidence of three witnesses called by the railway company. We have heard, not by way of summation, but we have heard from Mr. Pye as counsel for the railway company, and we consider that our course is clear and that it is in the public interest that we give our judgment now rather than incurring delay and leaving doubt that would be entailed by deferring it.

We think our course is clear because of the extremely light patronage given to the trains, in some instances lack of use being made at all.

In the case of the service to Souris/Elmira, that is the most heavily used, but in the period of four months or five months, December 1965 to April 1966, there were 13 passengers used it from Charlottetown to Souris and Elmira, or at least on that run; and on the run from Souris/Elmira to Charlottetown there were 14 passengers.

In the case of the service provided to Georgetown, from Charlottetown to Georgetown there were two passengers in that five month period. From Georgetown to Charlottetown in the same five month period there were no passengers.

In the third service to Murray Harbour in the five month period Charlottetown to Murray Harbour there were no passengers and in the same period from Murray Harbour to Charlottetown six passengers only were handled.

We also consider the fact that there is no opposition expressed to the three applications and that the view of the province as expressed by the Premier in letters and by Mr. Mullally here today, is that no opposition is offered provided some reasonable assurance is given as to undiminished freight service. That assurance has been given by letter and again today by Mr. Pye on behalf of the railway company.

I don't propose to go into the matter of revenue. The revenue, as one could imagine from the passenger handlings, is extremely small. As to expenses, with all due respect to Mr. White, we have differed on expenses before and we are not accepting wholly the expenses shown in the exhibits filed during Mr. White's evidence. However our questioning and declining to accept wholly those expenses is not something that bears upon our decision because the patronage is such that we feel we have no other course.

Alternate services are in our opinion adequate. Most of the points served by the passenger service are served by all-weather highways and many of the points are served by a bus service which in our opinion is adequate and in most cases where the fares are less than the lowest fare offered by the railway company.

This service would normally be resumed in December of this year. We propose to make the order sought by the railway company in respect of all three

services which will be authority to discontinue. However, we wish notice of that published in one issue of a newspaper circulating in Charlottetown and read generally at the points of termini of the railway and throughout that portion of the Province; and we wish notice posted in every station served with passenger service by the railway company.

Now, rather than the notice reading that the Board authorizes discontinuance of trains described by certain numbers, which numbers have recently changed, we think the notice should be more in lay language, something readily understood by people, and we think the notice should state that the passenger service which would normally be resumed in December will not by virtue of the Board's order be resumed at all. The wording of that, Mr. Pye, you might wish to settle with Mr. Fortier before the notices are posted.

MR. PYE: Yes, sir.

ASSISTANT CHIEF COMMISSIONER: Mr. Irwin suggests that it should also go on to say "and will be discontinued". However, the wording is something to be settled with the Board's counsel, Mr. Fortier.

MR. PYE: Yes, sir, we will do that.

ASSISTANT CHIEF COMMISSIONER: If there are no other comments that anyone wishes to make, I might say, Mr. Mullally, what a pleasure it is to sit in Charlottetown. We don't have many opportunities to visit the Province. We are always happy to have an excuse to come. And I would like too, to thank the Mayor and members of the Council for their courtesy in making this splendid room available to us. It added very much to the convenience of the hearing. And we appreciate, as you know, Mr. Pye, the assistance given to us by the witnesses that you have called.

If there are no further matters and if no further persons have arrived, that concludes these proceedings.

— CHARLOTTETOWN HEARING CONCLUDED —

ORDER NO. 124476

FRIDAY, THE 19TH DAY OF
MAY, A.D. 1967.

ROD KERR, Q.C.,
Chief Commissioner.
H.H. GRIFFIN,
Asst. Chief Commissioner.

IN THE MATTER OF the application of the City of Cote St-Luc, in the Province of Quebec, hereinafter called the "Applicant", for construction of a viaduct to carry Cote St-Luc Road across and under the tracks of the Canadian Pacific Railway Company at mileage 44.98 Adirondack Subdivision, in the Province of Quebec, as shown on Plans No. 3774-C-1, revised to April 10, 1967, and No. 3774-C-2, dated April 5, 1967, on file with the Board under file No. 27156.246:

*Files No. 27156.246
No. 27156.246-U.*

UPON hearing the application at a sittings of the Board, held at Cote St-Luc, in the Province of Quebec, on April 10, 1967, in the presence of M.S. Bistrisky representing the Canadian Pacific Railway Company; Paul E. Bisailon for Cote St-Luc; Jean Montplaisir for the City of Montreal, and Samuel Moskovitch, Q.C., Mayor, Cote St-Luc; and upon reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant and the City of Montreal are authorized to construct a subway to carry Cote St-Luc Road across and under the right of way and tracks of the Canadian Pacific Railway Company, between the City of Cote St-Luc and the City of Montreal, province of Quebec, mileage 44.98 Adirondack Subdivision, which will eliminate the existing crossing at grade at the same location, all as shown on the said plans on file with the Board under file No. 27156.246.

2. The subway hereby authorized shall be constructed in compliance with the provisions of General Order E-5, except that the Applicant shall design the entire structure, prepare all plans for construction thereof, invite tenders and award contracts for the construction of the structure and supervise construction, all subject to the approval of the Canadian Pacific Railway Company and the City of Montreal.

3. Detailed plans of the said subway shall be submitted to and approved by an Engineer of the Board before construction is undertaken.

4. The Canadian Pacific Railway Company is authorized to construct a temporary track diversion, as shown on Plan No. 2375-3, dated December 14, 1965, on file with the Board under file No. 27156.246, to permit the construction of the said subway.

5. The Applicant is authorized to construct a temporary crossing at grade by diverting Cote St-Luc Road across the existing right of way and tracks of the Canadian Pacific Railway Company at mileage 44.83 Adirondack Subdivision, as shown on Plan No. 3774-3, dated January, 1964, on file with the Board under file No. 27156.246.

6. The said temporary crossing shall be constructed in compliance with the Requirements of the Board Affecting Highway Crossings.

7. Before the said temporary crossing is opened for the use of the public, the Canadian Pacific Railway Company shall relocate, and shall thereafter maintain, the automatic protection from the existing crossing at mileage 44.98 Adirondack Subdivision to the temporary crossing at mileage 44.83 Adirondack Subdivision.

8. The said protection shall be installed in compliance with the provisions of General Order E-6 and the cost of maintenance and operation shall be borne in accordance with clause 3 of Order No. 102200, dated August 31, 1960.

9. The cost of construction and removal of the said temporary track diversion; the cost of construction and removal of the said temporary diversion of Cote St-Luc Road, and the cost of relocation and removal of the said automatic protection shall all be considered as part of the cost of construction of the said subway.

10. Eighty per cent of the cost of construction of the said subway, or the sum of \$500,000.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund; five per cent, or the sum of \$31,250.00, whichever is the lesser, shall be paid by the Canadian Pacific Railway Company, and the remainder of such cost shall be borne equally by the Applicant and the City of Montreal.

11. (1) All costs of maintenance of the substructure and superstructure of the said subway shall be borne by the Canadian Pacific Railway Company.

(2) All other costs of maintenance of the said subway including the cost of maintaining the approaches, road surface, sidewalks, drainage and lighting shall be borne equally by the City of Montreal and the City of Cote St-Luc.

12. The Bell Telephone Company of Canada and Hydro-Quebec shall remove or relocate, as the case may be, their existing facilities to permit the construction of the said subway.

13. The apportionment of the cost of the removal or relocation of the facilities of The Bell Telephone Company of Canada and Hydro-Quebec is reserved for further consideration and Order of the Board.

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDONNANCE N° 124476

VENDREDI 19 MAI 1967

ROD. KERR, c.r.

commissaire en chef

H.H. GRIFFIN,

commissaire en chef adjoint

RELATIVE à la requête de la ville de Côte-Saint-Luc, dans la province de Québec, ci-après dénommée "Requérante", en vue de la construction d'un passage inférieur permettant au chemin de Côte-Saint-Luc de franchir les voies ferrées de la Compagnie de chemin de fer du Pacifique-Canadien, au point milliaire 44.98 de la subdivision d'Adirondack, dans la province de Québec, comme il est indiqué sur les plans n° 3774-C-1, révision du 10 avril 1967, et n° 3774-C-2, daté du 5 avril 1967, versés aux dossiers n° 27156.246 de la Commission:

Dossiers nos 27156.246

27156.246-U

APRÈS audition de la requête à une séance de la Commission tenue à Côte-Saint-Luc, dans la province de Québec, le 10 avril 1967, en présence de M. M.S. Bistrisky, représentant de la Compagnie de chemin de fer du Pacifique-Canadien, de M. Paul-É. Bisaillon, pour Côte-Saint-Luc, de M. Jean Montplaisir, pour la ville de Montréal, et de M. Samuel Moskovitch, c.r., maire de Côte-Saint-Luc; et après lecture des pièces déposées—

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

1. La Requérante et la ville de Montréal sont autorisées à construire un passage inférieur permettant au chemin de Côte-Saint-Luc de franchir l'emprise et les voies ferrées de la Compagnie de chemin de fer du Pacifique-Canadien, entre la ville de Côte-Saint-Luc et la ville de Montréal, province de Québec, au point milliaire 44.98 de la subdivision d'Adirondack, passage inférieur qui remplacera le passage à niveau existant à ce même endroit, le tout comme il est indiqué sur lesdits plans versés au dossier n° 27156.246 de la Commission.

2. Le passage inférieur autorisé par la présente ordonnance sera construit conformément aux prescriptions de l'ordonnance générale E-5, sauf que la

11. (1) Tous les frais d'entretien de l'infrastructure et de la superstructure dudit passage inférieur seront à la charge de la Compagnie de chemin de fer du Pacifique-Canadien.

(2) Tous les autres frais d'entretien dudit passage inférieur y compris les frais d'entretien des approches, du revêtement de la chaussée, des trottoirs, du drainage et de l'éclairage seront payés à parts égales par la ville de Montréal et la ville de Côte-Saint-Luc.

12. La Compagnie de téléphone Bell du Canada et l'Hydro-Québec devront enlever ou déplacer, selon le cas, leurs installations existantes de façon à permettre la construction dudit passage inférieur.

13. La répartition du coût de l'enlèvement ou du déplacement des installations de la Compagnie de téléphone Bell du Canada et de l'Hydro-Québec fera l'objet d'une étude et d'une ordonnance ultérieures de la Commission.

Le Commissaire en chef.

ROD. KERR

ORDER NO. 124313

TUESDAY, THE 2ND DAY OF
MAY, A.D. 1967

H.H. GRIFFIN,

Asst. Chief Commissioner.

W.R. IRWIN,

Commissioner.

*IN THE MATTER OF the Uniform
Code of Operating Rules approved
and prescribed by General Order
No. 0-8, and the Operating Rules of
the Great Northern Railway Company.*

File No. 4135.157

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant is, in respect of the lines of railway hereinafter mentioned, hereby exempted from the application of the rules contained in the Uniform Code of Operating Rules approved and prescribed by General Order No. 0-8, except Rules 14 (k-a), 40, 43, 45, 46, 47, 48, 49, 98 and 99, thereof, provided its operations in respect of the said line of railway are governed by the rules set forth in the Applicant's Consolidated Code of Operating Rules, Edition 1967, marked "A", on file with the Board under file No. 4135.157, which are hereby approved, as well as by the said Rules 14 (k-a), 40, 43, 45, 46, 47, 48, 49, 98 and 99, of the said Uniform Code of Operating Rules:

(1) Keremeos and Republic Branch Lines: From International Boundary to Keremeos British Columbia, a distance of 16.99 miles. From International Boundary at Laurier, Washington, to International Boundary at Danville, Washington, through Grand Forks, B.C., a distance of 14.40 miles.

(2) Nelson Branch: From International Boundary near Wanets, B.C., to Troup Junction, a distance of 54.85 miles.

(3) Vancouver Line: From International Boundary near White Rock, B.C., to Vancouver, B.C., a distance of 34.51 miles.

2. Order No. 108314, dated July 5, 1962, is rescinded.

3. This Order shall come into force and effect on June 1st, 1967.

(SGD) H. H. GRIFFIN,

Assistant Chief Commissioner,

The Board of Transport Commissioners for Canada.

ORDER NO. 124319

WEDNESDAY, THE 3RD DAY OF
MAY, A.D. 1967.

ROD KERR, Q.C.,
Chief Commissioner.

A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Freight Association, on behalf of the member railway company listed in the schedule thereto, under section 353 of the Railway Act, for approval of Special Contract for the release of responsibility in connection with the transportation of Rubber-Coated Paper Mill Rolls, Rubber-Lined Pipe, Rubber-Lined Pumps and Rubber-Lined Steel Tanks, in straight or mixed carloads, or in less carloads, also in mixed shipments, with other commodities, any of which are subject to damage due to cold weather;

AND IN THE MATTER OF Orders of the Board numbered 55364, on behalf of the Canadian National Railway Company, dated December 24, 1937, and 58330, on behalf of the Canadian Pacific Railway Company, and 58331, on behalf of the Canadian National Railways, both dated November 30, 1939:

File No. 40615.

UPON reading what is filed in support of the application—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The said Special Contract for release of responsibility in connection with the transportation of Rubber-Coated Paper Mill Rolls, Rubber-Lined Pipe, Rubber-Lined Pumps and Rubber-Lined Steel Tanks, in straight or mixed carloads, or in less carloads, also in mixed shipments with other commodities, any of which are subject to damage due to cold weather, on file with the Board under file No. 40615, is hereby approved.

2. Orders of the Board numbered 55364, dated December 24, 1937, and 58330 and 58331, both dated November 30, 1939, are revoked.

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124323

WEDNESDAY, THE 3RD DAY OF
MAY, A.D. 1967.

ROD KERR, Q.C.,
Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under Section 353 of the Railway Act, for authority to publish a rate of \$9.25 per ton of 2,000 pounds on Copper Concentrates, carloads, minimum weight of 140,000 pounds, from Chibougamau, Quebec, to Gaspe, Quebec, subject to a released valuation not exceeding \$50.00 per ton of 2,000 pounds:

File No. 40615.5.

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish a rate of \$9.25 per ton of 2,000 pounds on Copper Concentrates, carloads, minimum weight of 140,000 pounds, from Chibougamau, Quebec, to Gaspe, Quebec, subject to a released valuation not exceeding \$50.00 per ton of 2,000 pounds.

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124428

FRIDAY, THE 12TH DAY OF
MAY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under section 353 of the Railway Act, for authority to publish specified rates per ton of 2,000 pounds on Lead and Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Mileage 60.6 Peace River Subdivision (2.8 miles west of Roma), Alberta, to Bradley and Silver King, Idaho, subject to released valuations prescribed, such rates to be flagged "Proportional rates, applicable only on shipments originating at Pine Point, Northwest Territories":

File No. 40615.6.

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish the following rates per ton of 2,000 pounds on Lead and Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision (2.8 miles west of Roma), Alberta, to Bradley and Silver King, Idaho, subject to the released valuations shown, such rates to be flagged "Proportional rates, applicable only on shipments originating at Pine Point, Northwest Territories."

Rates per ton of 2,000 pounds	Valuation per ton of 2,000 pounds	
	Over	But not over
\$14.89	\$ 00.00	\$ 70.00
15.52	70.00	80.00
16.03	80.00	90.00
16.67	90.00	100.00

Rates per ton of 2,000 pounds	Valuation per ton of 2,000 pounds	
	Over	But not over
\$17.43	\$100.00	\$110.00
17.94	110.00	120.00
18.58	120.00	130.00
19.22	130.00	140.00
20.36	140.00	150.00
24.82	150.00	200.00

(Not subject to Tariff of Increased Rates and Charges X-223-A, C.T.C. (F) 711).

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124455

WEDNESDAY, THE 17TH DAY OF
MAY, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.
H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF section 469
of the Railway Act, the calculation
of "normal payments" and recom-
mendation of "equalization pay-
ments".*

File No. 49305.2

WHEREAS Part V of the National Transportation Act has been proclaimed to come into force and have effect from the 23rd day of March, 1967.

AND WHEREAS Section 92 of the National Transportation Act which came into effect on the day that the Act was assented to, provides that if Parts II, III and V or any of those Parts come into force before the day that Part I comes into force, a reference in that Part that is so in force to the Canadian Transport Commission shall be deemed, until Part I comes into force, to be a reference to the Board of Transport Commissioners for Canada.

AND WHEREAS subsections (2), (3) and (6) of section 469 of the Railway Act provide for the calculation of "normal payments" in respect of "eligible companies" and amounts for payment to a non-railway transportation company as follows:

"(2) For each of the years 1967 to 1974, inclusive, the Commission shall calculate the normal payment that would have been made to a railway company if the following sums were available to be divided among eligible companies, namely:

- (a) for 1967, the sum of one hundred and ten million dollars;
- (b) for 1968, the sum of ninety-six million dollars;
- (c) for 1969, the sum of eighty-two million dollars;
- (d) for 1970, the sum of sixty-eight million dollars;
- (e) for 1971, the sum of fifty-four million dollars;
- (f) for 1972, the sum of forty million dollars;
- (g) for 1973, the sum of twenty-six million dollars; and
- (h) for 1974, the sum of twelve million dollars."

“(3) The method of calculating a normal payment shall be determined by the Commission but in making its calculation the Commission shall have regard to all factors that in its opinion are relevant, including the methods of allocating among eligible companies the sums provided before the coming into force of this section by Parliament to reimburse such companies for maintaining the level of rates for freight traffic at a level that satisfied or would have satisfied Order No. 101055 of the Board of Transport Commissioners for Canada dated April 27, 1960.”

“(6) The Commission may, in calculating a normal payment under this section in respect of any year, deduct from such payment appropriate amounts for payment to any transportation company that was subject to Order No. 96300 of the Board of Transport Commissioners for Canada dated November 17th, 1958, and that is not a railway company, and may recommend payment to any such transportation company in respect of such year of an amount based on the position of such transportation company in relation to railway companies under that Order.”

AND WHEREAS “eligible companies” and “normal payment” are defined in subsection (1) of section 469 of the Railway Act as follows:

“(a) “eligible companies” means the railway companies under the jurisdiction of Parliament that are subject to Order No. 96300 of the Board of Transport Commissioners for Canada dated November 17th, 1958, and that immediately before the coming into force of this section were maintaining a rate level for freight traffic that would have satisfied the provisions of Order No. 101055 of that Board dated April 27, 1960, had that Order been in force immediately before the coming into force of this section.

“(b) “normal payment” means the payment that would have been made to a railway company for a year if the sum specified in subsection (2) for that year was available to be divided among the eligible companies as a Parliamentary appropriation to reimburse eligible companies for maintaining the level of rates for freight traffic at a level that would satisfy Order No. 101055 of the Board of Transport Commissioners for Canada, dated April 27, 1960.”

AND WHEREAS Board Order No. 101055, dated April 27, 1960, provided in para. 1, as follows:

“1. The companies that were required by the said Order No. 98424 to reduce such of their class and commodity rates (other than competitive rates) in effect at the commencement of the said Act as were, pursuant to Order No. 96300, increased by 17%, by substituting an increase of

10% for the said 17%, shall further reduce such rates by substituting an increase of 8% for the said 10%."

AND WHEREAS the amount which was allocated among "eligible companies" in respect of the calendar year 1966 from Parliamentary appropriations to reimburse said companies for maintaining rates at the said level was \$99,094,779 under the so-called \$20 million, \$50 million and \$30 million subsidies, and further amounts of \$7,000,000 and \$1,759,513 were also allocated among "eligible companies" for maintenance of reduced freight rates under the so-called Bridge Subsidy and the At and East Grain Subsidy, making a total amount of \$107,854,292 allocated among "eligible companies" subject to Board Order No. 96300 and maintaining reduced freight rates during 1966.

AND WHEREAS the Board considers that it should have regard to the allocation of the aforementioned total amount of \$107,854,292 in calculating normal payments for 1967.

AND WHEREAS provisions for equalization payments and for adjustments are made in subsections (4) and (5) of section 469 of the Railway Act as follows:

"(4) When the normal payment calculated in respect of a railway company for a year exceeds, or in the opinion of the Commission is likely to exceed, the aggregate of the amounts payable in respect of that year to a railway company under sections 314E, 314G, 314J and 329, the Minister of Finance may, on the recommendation of the Commission, pay out of the Consolidated Revenue Fund to such railway company, at such times and by such instalments as the Governor in Council may prescribe, an amount equal to the amount by which the normal payment calculated in respect of such railway company exceeds the aggregate of the amounts paid or payable to such railway company under sections 314E, 314G, 314J and 329 in respect of that year."

"(5) The Minister of Finance on the recommendation of the Commission may make an adjustment in any payment to a railway company under this section or sections 314E, 314G, 314J and 329 in or for one year for or on account of an underpayment or overpayment made under this section in an earlier year."

AND WHEREAS Order in Council P.C. 1967-964, dated May 17, 1967, prescribes that the Minister of Finance may make payments, including monthly instalment payments, in or in respect of the year 1967, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section 469 of the said Act and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Board of Transport Commissioners for Canada.

- 2. Payments to Canada Steamship Lines Limited for 1967 shall be in the total amount of \$436,526.
- 3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$110,000,000 less the sum of \$436,526 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1966 was of the total allocated among such companies in respect of the calendar year 1966 under the so-called \$20 million, \$50 million, \$30 million, the Bridge and the At and East Grain Subsidies.
- 4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Board determines the actual amounts so payable and also from time to time when the Board certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

THE BOARD THEREFORE DETERMINES AS FOLLOWS:

- 1. An amount of \$436,526 will be recommended for payment to Canada Steamship Lines Limited in respect of the year 1967, in monthly instalments not exceeding one-twelfth of the said amount.
- 2. The method of calculating normal payments in respect of eligible railway companies for the year 1967 shall be to apply to the sum of \$110,000,000 less \$436,526, the percentage which each eligible company's allocation for 1966 was of the total allocated among such companies in respect of the calendar year 1966 under the so-called \$20 million, \$50 million, \$30 million, Bridge and At and East Grain Subsidies, the amount and percentage for each company being set out in column (2) and column (3) hereunder:

(1)	(2)	(3)
	Amounts allocated in respect of the calendar year 1966 under Vote 84d, Supplementary Estimates (D) 1965-66; Votes 83a and 84a, Supplementary Estimates (A) 1966-67; Vote 84c, Supplementary Estimates (C) 1966-67 and under section 468 of the Railway Act	Percentage
Names of Companies		
Canadian National Railways	\$ 62,181,401	57.653154
Canadian Pacific Railway Company	43,743,228	40.557707
Algoma Central Railway	371,750	.344678

(1)	(2)	(3)
Canada & Gulf Terminal Railway Company	\$ 75,513	.070014
Chesapeake & Ohio Railway Company	91,479	.084817
Great Northern Railway Company	7,736	.007172
Midland Railway Company of Manitoba	116,385	.107910
Napierville Junction Railway Company	12,214	.011325
New York Central System	64,703	.059992
Northern Alberta Railways	1,009,599	.936077
Ontario Northland Railway Company	6,209	.005756
Toronto, Hamilton & Buffalo Railway Company	174,075	.161398
	<u>\$107,854,292</u>	<u>100.000000</u>

3. The amounts of the normal payments in respect of the year 1967 shall be:

<u>Names of Companies</u>	<u>Normal Payments in respect of 1967</u>
Canadian National Railways	\$ 63,166,798
Canadian Pacific Railway Company	44,436,433
Algoma Central Railway	377,641
Canada & Gulf Terminal Railway Company	76,710
Chesapeake & Ohio Railway Company	92,928
Great Northern Railway Company	7,858
Midland Railway Company of Manitoba	118,230
Napierville Junction Railway Company	12,408
New York Central System	65,729
Northern Alberta Railways	1,025,599
Ontario Northland Railway Company	6,307
Toronto, Hamilton & Buffalo Railway Company	176,833
TOTAL	<u>\$109,563,474</u>

4. To assist the Board in determining the amount by which a normal payment for a year to an eligible company is likely to exceed the aggregate of the amounts payable in respect of that year to such company under sections 314E, 314G, 314J and 329, each company named in section 3 of this order shall, as soon as possible and at the end of each calendar quarter

thereafter, file an estimate of the amounts of its claims for the calendar year under sections 314E (uneconomic lines), 314G (designated lines), 314J (uneconomic) services and 329 (eastern rates).

5. The Board, in respect of 1967, will recommend payment to each eligible railway company of the amount by which its normal payment for 1967 exceeds or in the Board's opinion is likely to exceed the aggregate amount payable to it in respect of 1967 under sections 314E, 314G, 314J and 329 in monthly instalments not exceeding one-twelfth of the annual amount payable to the company as so estimated by the Board.
6. The Board will recommend such adjustment in any payment made under any of the said sections as it may from time to time deem proper.
7. The Board may make any amendments of this order that it deems necessary.

(SGD) ROD KERR,
Chief Commissioner,

The Board of Transport Commissioners for Canada.

ORDER NO. 124457

THURSDAY, THE 18TH DAY OF
MAY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF Orders No.
123419, dated February 3, 1967, and
No. 123641, dated March 2, 1967,
authorizing the Canadian National
Railways and the Ontario Northland
Railway to construct and operate
tank ore hopper cars without running
boards and end ladders as required
by General Order 0-10:*

File No. 11654.150.

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The said Orders No. 123419, dated February 3, 1967, and No. 123641, dated March 2, 1967, are amended by striking out paragraph (b) from the said Orders.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124459

THURSDAY, THE 18TH DAY OF
MAY,, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF changes in
rate grouping of certain telephone
exchanges of the Canadian National
Telecommunications:*

File No. 46638.4.

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of Board's General Order No. T-41, and no representations having been made by the parties to whom the said copies were so delivered; and it having been established to the Board's satisfaction that the telephone exchanges covered by such reports have attained a size which warrants their transfer to the next higher Rate Group, and that no justification exists to maintain them in their present Rate Groups—

IT IS HEREBY ORDERED AS FOLLOWS:

Effective on not less than thirty days' notice by appropriate tariff amendments, Canadian National Telecommunications shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>		<u>Present Exchange Rate Group No.</u>	<u>Transfer to Exchange Rate Group No.</u>
Baie Verte,	Nfld.	2	3
Hare Bay,	"	1	2
Hillview,	"	1	2
Little Hearts Ease,	"	1	2
Moretons Harbour,	"	1	2
St. Anthony,	"	2	3
Summerford,	"	1	2

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124492

FRIDAY, THE 19TH DAY OF
MAY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of The British Yukon Railway Company (White Pass & Yukon Route), under section 353 of the Railway Act, for authority to amend Tariff G.F.O. No. 803, C.T.C. No. 88, to subject rates therein to limitation of liability:

File No. 40615.

UPON reading what is filed in support of the application—

IT IS HEREBY ORDERED AS FOLLOWS:

Subject to paragraph D hereof—

A. The British Yukon Railway (White Pass & Yukon Route) is authorized to publish the following rates per ton of 2,000 pounds on Asbestos Ore Fibre, Crude, Sacked, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C., subject to a declared value not exceeding \$50.00 per ton of 2,000 pounds:

Rates per ton of 2,000 pounds

- (1) \$17.00
- (1) \$15.00
- (1) \$13.50
- (1) \$12.00

- (1) These rates apply on the total weight of Asbestos fibre shipped by any one shipper during any one year period beginning November 1 and ending October 31, on the basis set out below:

First	60,000 tons	— \$17.00 per ton
Next	20,000 tons	— \$15.00 per ton
Next	20,000 tons	— \$13.50 per ton
Tons in excess of		
	100,000 tons	— \$12.00 per ton

B. The British Yukon Railway Company (White Pass & Yukon Route) is authorized to publish the following rates per ton of 2,000 pounds on Ore and Concentrates, Zinc, in Carrier approved ore and concentrate containers, strapped to pallet boards with steel strapping, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C., subject to a declared value not exceeding \$50.00 per ton of 2,000 pounds.

Rates per ton of 2,000 pounds

- (1) \$14.00
- (2) \$15.00
- (3) \$16.00

- (1) Based on the East St. Louis, Illinois, base price of prime Western Zinc, when such price is eleven cents per pound or less, the rate of \$14.00 will apply.
- (2) Based on the East St. Louis, Illinois, base price of prime Western Zinc, when such price is in excess of eleven cents per pound but not more than twelve cents per pound, the rate of \$15.00 will apply.
- (3) Based on the East St. Louis, Illinois, base price of prime Western Zinc when such price is in excess of twelve cents per pound, the rate of \$16.00 will apply.

C. The British Yukon Railway Company (White Pass & Yukon Route) is authorized to publish a rate of \$16.00 per ton of 2,000 pounds on Ore and Concentrates, Not Otherwise Specified, in Carrier approved ore and concentrate containers, strapped to pallet boards with steel strapping, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C., subject to a declared value not exceeding \$50.00 per ton of 2,000 pounds.

D. The movement of traffic at the aforesaid rates is conditional upon the shipper completing form of release as follows:

“RATINGS CONDITIONED ON ACTUAL DECLARED VALUATIONS

When value declared by shipper is made a condition of the ratings shown in this Tariff, the following clause must be entered in full on the shipping order and bill of lading and signed by the shippers:

“ ‘For the purpose of enabling the carrier to apply the lawful rate, as provided in its Classification and Tariffs (I) (We) hereby declare the value of the property herein described as.....per..... and (I) (We) will not present claim for any cause against the carrier on a higher basis of value.’

.....
(Shipper's Signature)''

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124508

WEDNESDAY, THE 24TH DAY OF
MAY, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canadian Pacific Railway
Company for a licence under section
10 of the Transport Act:*

File No. 42076.24.

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (W.T.) 460 is issued to the Canadian Pacific Railway Company for the year 1967, licensing the following ship, namely:

<u>Vessel Name</u>	<u>Official Registry No.</u>	<u>Gross Tonnage</u>
Assiniboia	125984	3,925

to transport goods by water as follows:

One round trip each week in freight service only during season of navigation. Leave Port McNicoll Tuesday afternoon, arrive Fort William Thursday morning. Leave Fort William Saturday afternoon, arrive Port McNicoll Monday morning. The vessel will not call at the Sault Ste. Marie, Ontario, dock in either direction.

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, APRIL, 1967.

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	251	3	262
Level Crossing Accidents	<u>25</u>	<u>18</u>	<u>20</u>
	<u>276</u>	<u>21</u>	<u>282</u>

	<i>Killed</i>	<i>Injured</i>
Passengers	—	61
Employees	1	193
Others	<u>20</u>	<u>28</u>
	<u>21</u>	<u>282</u>

Of the 25 accidents at Highway Crossings, 16 occurred where standard railway crossing signs are located, 9 where additional forms of protection are in use, 14 after Sunrise and 11 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

(*Denotes Order printed in full)

- 124174 April 17 – Allocating the cost of improving the protection at the crossing of the C.N.R. and Rebecca Street, City of Hamilton, Ont. mileage 0.72 Hagersville Subd.
- 124175 April 17 – Approving the revisions to tariffs filed by Canadian National Telecommunications.
- *124176 April 18 – Granting Licence to Charles Sanders for the year 1967 to operate certain ships between all ports and places in Canada on Great Slave Lake and the Slave River, Fort Smith and north thereof, and the Mackenzie River. (See page 287, 57 B.T.C.)
- 124177 April 18 – Allocating the cost of installing automatic protection at the crossing of the C.P.R. and the Back Road from Marysville to Kimberley, B.C. mileage 15.68 Kimberley Subd.
- 124178 April 18 – Approving the location of the proposed temporary transfer facilities of Canadian Industries Limited at Blenheim, Ont. Chesapeake and Ohio Railway Company.
- 124179 April 18 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Station Street, City of Belleville, Ont. mileage 219.48 Kingston Subd.
- 124180 April 18 – Allocating the cost of constructing Lower Cove Overpass to carry Highway No. 1 across and over the C.N.R. near Sussex, County of Kings, N.B. mileage 44.98 Sussex Subd.
- 124181 April 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 478 in Binscarth, Man. mileage 76.58 Bredenbury Subd. and imposing a speed restriction of twenty-five miles per hour on all engines, cars and trains when entering the crossing until the said automatic protection has been installed, and also authorizing C.P.R. to relocate the reflectorized crossing signs from the said crossing to another crossing of its railway and the highway at mileage 13.87 Alida Subd. Man.
- 124182 April 18 – Exempting the C.N.R. from erecting and maintaining right of way fences on the north side of their Drumheller Subd. between mileage 110.33 and mileage 110.88, Alta.
- 124183 April 18 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Gladstone Subd. Man.

- 124184 April 18 – Authorizing The Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and 8th and 9th Concession Road, Township of Moore, Ont. mileage 64.20 No. 2 Subd.
- 124185 April 18 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Montee de Liesse, at Saraguay, P.Q. mileage 2.69 (formerly mileage 2.65) Montfort Subd.
- 124186 April 18 – Allocating the cost of improving the approach grades and the sight lines at the crossing of the C.N.R. and 8th Concession Road in Lot 31, between Concessions 7 and 8, Township of Essa, Ont. mileage 6.30 Meaford Subd.
- 124187 April 18 – Approving the location of pipelines of the Sun-Canadian Pipe Line Company Limited, the Sarnia Products Limited and the Trans Northern Pipe Line Company Limited under the deviated tracks of the C.P.R. at mileage 7.81 MacTier Subd. and the siding serving the Transformer Station of The Hydro Electric Power Commission of Ontario in the Borough of North York, Ont. and authorizing the C.P.R. to operate over the temporary deviation.
- 124188 April 18 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Dundas Street, Town of Whitby, Ont. mileage 1.79 Whitby Town Spur.
- 124189 April 18 – Approving the changes in the automatic protection at the crossing of the N.Y.C. and Victoria Avenue, in Ridgetown, Ont. mileage N.F. 158.68 Main Line Subd.
- 124190 April 18 – Allocating the cost of improving the approaches to the crossing of the C.P.R. and County Road No. 7 in Lot 1, Concession 3, Township of Raleigh, County of Kent, Ont. at mileage 73.66 Windsor Subd. and of installing automatic protection at the said crossing.
- 124191 April 18 – Allocating the cost of improving the approach grades of the crossing of the C.N.R. and Grand Rang Ste-Catherine Road, in the Municipality of the Parish of St-Cuthbert, County of Berthier, P.Q. mileage 88.27 Joliette Subd.
- 124192 April 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Plessis Road, at Transcona, Man. mileage 1.91 Pine Falls Subd.
- 124193 April 19 – Authorizing the C.P.R. to operate over the industrial lead track of the City of Winnipeg and across Church Avenue at mileage 0.11 of the said industrial lead, which commences at

chainage 10 + 50.6 of the industrial lead off mileage 1.97 Arborg Subd., City of Winnipeg Man.

- 124194 April 19 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Indian Head Subd. Sask.
- 124195 April 19 – Authorizing the Quebec Department of Roads to widen and improve 4th Range Road where it crosses the C.N.R. in the Municipality of Ste. Rosalie, County of Bagot, P.Q. at mileage 123.40 Drummondville Subd.
- 124196 April 19 – Authorizing the C.P.R. to reconstruct the existing bridge at mileage 12.5 Colonsay Subd. Sask. and to operate its engines, cars and trains over the said bridge during the period of reconstruction.
- 124197 April 19 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages along its right of way on the Wilkie Subd. Sask.
- 124198 April 19 – Approving changes to the automatic protection at the crossing of the C.N.R. and Guelph Avenue in Hespeler, Ont. mileage 22.37 Fergus Subd.
- 124199 April 19 – Removing the speed restriction at the crossing of the C.P.R. and Hope Street in Port Hope, Ont. mileage 141.15 Belleville Subd.
- 124200 April 19 – Authorizing the removal of the speed limitation at the crossing of Montclair Boulevard and the C.P.R. in Hull, P.Q. mileage 117.65 Lachute Subd.
- 124201 April 19 – Authorizing the C.N.R. to close the following stations in Ont., for a temporary period while the agents are on annual vacation: Brussels, Atwood.
- 124202 April 19 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at Aberdeen, Sask. mileage 52.77 Aberdeen Subd.
- 124203 April 19 – Approving the location of the proposed temporary Anhydrous Ammonia tank car unloading facilities of Canadian Industries Limited at Port Stanley, Ont. near mileage 24.0 Talbot Subd. CNR
- 124204 April 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and Wellington Street, City of Hamilton, Ont. mileage 43.14 Grimsby Subd.

- 124205 April 19 – Approving changes to the automatic protection at the crossing of the N.Y.C. and Moore Street in St. Thomas, Ont. mileage 115.35 Main Line Subd.
- 124206 April 19 – Approving changes to the automatic protection at the crossing of the C.N.R. and Lindsay Street in Lindsay, Ont. mileage 86.27 Campbellford Subd.
- 124207 April 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway between Lots 12 and 13 Concession 15, Township of Orillia, Ont. mileage 100.66 Newmarket Subd.
- 124208 April 19 – Authorizing the C.P.R. to close the crossing of its railway and the highway between the NE¼ of Section 18 and the NW¼-17-17-28-W2M, R.M. of Caron No. 162, Sask. mileage 14.21 Swift Current Subd.
- 124209 April 19 – Authorizing the British Columbia Department of Highways to construct Baxendale Road across the C.P.R. near Proctor, B.C. at mileage 118.81 Nelson Subd. and to install a reflectorized stop sign on each approach to the said crossing.
- 124210 April 20 – Approving the location of the proposed additional 12' x 20' office building of Imperial Oil Limited at Ashern, Man. near mileage 110.9 Oak Point Subd. CNR
- 124211 April 20 – Revoking the authority of Orders Nos. 115810 and 117981 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Winnipegosis, Man. CNR
- 124212 April 20 – Revoking the authority of Order No. 89558 and approving the location of the flammable liquid bulk storage and transfer facilities of British American Oil Company Limited at Whitecourt, Alta. C.N.R. mile 103.11 Sangudo Subd.
- 124213 April 20 – Approving the location of the proposed additional 12' x 16' office building of Imperial Oil Limited at Ethelbert, Man. near mileage 29.9 Cowan Subd. CNR
- 124214 April 20 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Home Oil Distributors Limited at Kitwanga, B.C. near mileage 73.07 Bulkley Subd. C.N.R.
- 124215 April 20 – Allocating the cost of improving the vision and improving the south approach grade where the Township road crosses the C.P.R. between Concessions 2-WCR and 3-WCR, Township of Bentinck, Ont. mileage 18.1 Walkerton Subd.

- 124216 April 20 – Authorizing the City of Woodstock, Ont. to reconstruct Beard's Lane where it crosses the C.N.R. County of Oxford, at mileage 47.91 Dundas Subd. and authorizing the C.N.R. to install automatic protection at the said crossing and to relocate the reflectorized crossing signs to another crossing of their railway and the highway at mileage 1.87 Waterloo Subd. (Elmira Branch) Ont.
- 124217 April 20 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Pillette Road, City of Windsor, Ont. mileage 14.01 Chatham Subd.
- 124218 April 20 – Authorizing the Quebec Department of Roads to reconstruct Coteau des Erables Road where it crosses the C.N.R. in the Municipality of St. Jean Baptiste de l'Isle-Verte, County of Riviere-du-Loup, P.Q. mileage 175.14 Mont-Joli Subd. and the C.N.R. to install automatic protection at the said crossing.
- 124219 April 20 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Montarville Street and St. Bruno Road, at Boucherville, County of Chambly, P.Q. mileage 8.13 Sorel Subd.
- 124220 April 20 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Ayr, Ont. near mileage 67.5 Galt Subd. CPR
- 124221 April 20 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities from tank cars to tank trucks or process vessels of Canadian Industries Limited at Elmstead, Ont. near mileage 100.74 Windsor Subd. CPR
- 124222 April 21 – Authorizing the Manitoba Department of Highways to reconstruct Provincial Road No. 258 where it crosses the C.N.R. between the NE¼ of Section 19 and the NW¼-20-3-14-WPM, R.M. of Argyle, Man. at mileage 17.37 Wakopa Subd.
- 124223 April 21 – Authorizing the C.N.R. to close the following station for a temporary period while the agent is on annual vacation: Stayner, Ont.
- 124224 May 9 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124225 April 21 – Authorizing the Chesapeake & Ohio Railway Company to install automatic protection at the crossing of its railway and 2nd and 3rd Concession Road, Township of Moore, Ont. mileage 59 No. 2 Subd.

- 124226 April 21 – Allocating the cost of constructing a road diversion which will eliminate the existing crossing of Sinclair Street and the C.N.R. at mileage 264.91 Kingston Subd. and the subway under the C.P.R. at mileage 135.79 Belleville Subd. Town of Cobourg, Ont.
- 124227 April 21 – Allocating the cost of improving the approach grades and the sight lines at the crossing of the C.N.R. and the Township Road, between Concessions 13 and 14, Township of Orillia, County of Simcoe, Ont. mileage 91.20 Bala Subd.
- 124228 April 21 – Authorizing the Quebec Department of Roads to widen and improve Grand Range Road where it crosses the C.N.R. west of St-Hyacinthe, P.Q. mileage 43.27 St-Hyacinthe Subd. and authorizing the C.N.R. to relocate and revise the automatic protection at the said crossing.
- 124229 April 21 – Amending Order No. 115769 which authorized the relocation of the reflectorized crossing signs from the crossing at mileage 106.17 Telkwa Subd. to another crossing of the C.N.R. and the highway at mileage 89.30 Fraser Subd. B.C.
- 124230 April 21 – Approving the relocation of the crossing of the C.N.R. and Upper Fraser Road No. 458 from mileage 88.30 Fraser Subd. to mileage 88.19 Fraser Subd. B.C.
- 124231 April 21 – Authorizing the C.N.R. to open for the carriage of traffic their track, serving Turcot Holdings, 0.44 miles in length, commencing at mileage 4.04 Montreal Subd., City of Montreal, P.Q.
- 124232 April 21 – Approving Plan showing the interlocking at the crossing of the C.N.R. at Petrel Junction, Man., mileage 104.7 Rivers Subd. and mileage 12.9 Carberry Subd.
- 124233 April 21 – Approving Revised Appendix "A" to Traffic Agreement between the Bell Telephone Company of Canada and Telephone du Nord de Quebec Limitee (Division de Val d'Or).
- 124234 April 21 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure which carries their tracks across and over Dixie Road (County Road No. 4) between Lots 5 and 6, in Concession 2 S.D.S., Township of Toronto, County of Peel, Ont. mileage 10.19 Oakville Subd.
- 124235 April 21 – Authorizing the C.P.R. to construct an additional track across 42nd Avenue East, City of Edmonton, Alta. mileage 94.41 Leduc Subd. and to relocate and alter the automatic protection at the said crossing and requiring all train movements over

the said crossing to be protected by flagging, until the said automatic protection has been installed.

- 124236 April 21 – Authorizing the C.N.R. to close, within the limits of their right of way the crossing of the highway and their track at mileage 279.66 Rivers Subd. Sask.
- 124237 April 21 – Authorizing the Townships of Bagot, Blythfield and Admaston Ont. to widen and improve Development Road 541.4 where it crosses the C.P.R. mileage 8.36 Renfrew Spur and requiring all railway movements come to a stop and be flagged by a member of the train crew before obstructing the said crossing.
- 124238 April 21 – Authorizing the Saskatchewan Department of Highways & Transportation to construct Provincial Highway No. 36 where it crosses the C.N.R. in the NW $\frac{1}{4}$ -30-11-26-W2M, Sask. mileage 27.93 Gravelbourg Subd. and requiring the C.N.R. to install automatic protection at the said crossing and to close, within the limits of their right of way the existing crossing at mileage 27.94 Gravelbourg Subd.
- 124239 April 21 – Authorizing the C.N.R. to operate their engines, cars and trains through their subway which crosses Metro-Rapid Transit No. 2 underground subway at Berri Street, City of Montreal, P.Q. mileage 139.7 Joliette Subd.
- 124240 April 21 – Authorizing the removal of the speed limitation at the crossing of the Township Road and the C.P.R. near Blairton, Ont. mileage 89.75 Havelock Subd.
- 124241 April 21 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at mileage 34.72 Camrose Subd. Alta.
- 124242 April 21 – Authorizing the Quebec Department of Roads, to widen and improve Range 10 Road where it crosses the C.N.R. in the Municipality of the Parish of St-Germain-de-Grantham, County of Drummond, P.Q. mileage 105.60 Drummondville Subd.
- 124243 April 21 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Wilson Townline Road, Township of Langley, B.C. mileage 103.55 Yale Subd.
- 124244 April 21 – Assessing cost of maintenance of Old Highway No. 17 where it crosses the C.P.R. in Lot 2, Concession 4, Township of Nairn, District of Sudbury, Ont. mileage 32.86 Webbwood Subd. on the Ontario Department of Highways

- 124245 April 24 – Authorizing the N.Y.C. to install automatic protection at the crossing of its railway and Ingersoll Road, in Brownsville, County of Oxford, Ont. mileage 96.56 N.F. Main Line Subd. in lieu of existing wig wag type signals.
- 124246 April 24 – Amending Order No. 112192 which authorized the synchronization of the traffic control signals at the intersection of McDonnell and Arthur Streets with the protection at McDonnell Street where it crosses the C.P.R. in City of Guelph, Ont. mileage 31.28 Goderich Subd.
- 124247 April 24 – Authorizing the Quebec Department of Roads to widen 6th and 7th Range Road where it crosses the C.N.R. in the Municipality of Taschereau, County of Abitibi West, P.Q. mileage 3.10 Rouyn Subd. and requiring the C.N.R. to install automatic protection at the said widened crossing.
- 124248 April 24 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of British American Oil Company Limited at Glendon, Alta. C.N.R.
- 124249 April 24 – Authorizing the Township of Darlington Ont. to widen Metcalf Road where it crosses the C.N.R., mileage 292.93 Kingston Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124250 April 24 – Authorizing the Township of Humberstone to reconstruct Wilhelm Road where it crosses the C.N.R. between Lots 4 and 5, in Concession 4, County of Welland, Ont. mileage 12.01 Cayuga Subd.
- 124251 April 24 – Authorizing the C.N.R. to construct a bridge across and over the Little Red River, in the NW $\frac{1}{4}$ -14-49-26-W2M Sask. mileage 1.73 Prince Albert Pulp Mill Spur which commences at mileage 1.7 Paddockwood Subd.
- 124252 April 24 – Allocating the contribution from the Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides of railway cars of the C.N.R. as authorized by Order 114295.
- 124253 April 24 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and William Street, Town of Smiths Falls, Ont. mileage 35.11 Smiths Falls Subd. and to relocate the reflectorized crossing signs to another crossing of their railway and Fourth Street, at Gananoque, Ont. mileage 3.63 Gananoque Spur which junctions at mileage 154.00 Kingston Subd.

- 124254 April 24 – Approving changes in the automatic protection at the crossing of N.Y.C. and Erie Avenue, at Ridgetown, Ont. mileage 158.85 N.F. Main Line Subd.
- 124255 April 24 – Amending Order No. 122150 which authorized the erection of signboards at crossings of the C.N.R. and C.P.R.
- 124256 May 3 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124257 April 24 – Authorizing the N.Y.C. to install automatic protection at the crossing of its railway and McLeod Road, City of Niagara Falls, Ont. mileage 3.16 Montrose Branch.
- 124258 April 24 – Allocating the cost of constructing pedestrian subways under the tracks of the CPR at mileage 5.95 Winchester Subd., and the CNR at mileage 11.40 Kingston Subd., in the vicinity of Pine Beach Avenue, Dorval P.Q.
- 124259 April 24 – Authorizing the Township of Darlington Ont. to widen Bennett Road where it crosses the C.N.R. between Lots 4 and 5, Broken Front Concession, mileage 289.08 Kingston Subd. and the Railways to install automatic protection at the said widened crossing.
- 124260 April 24 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 14, at Lanigan, Sask. mileage 0.93 Prince Albert Subd.
- 124261 April 24 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 97150, 104068 and 118158.
- 124262 April 24 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124263 April 24 – Authorizing the M.D. of Sturgeon No. 90 Alta. to construct a subway to carry the Municipal Road across and under the C.N.R., north of the NE¼-23-56-23-W4M, mileage 18.45 Coronado Subd. and authorizing the Railways to close the existing crossing and to construct a temporary diversion of their Coronado Subd. across the Municipal Road and to relocate their track to its permanent location on the subway.
- 124264 April 24 – Amending Order No. 117846 which authorized the installation of automatic protection at the crossing of the C.P.R. and Blainville Street West, City of Ste. Therese, P.Q. mileage 0.58 Ste. Agathe Subd.

- 124265 April 24 – Amending Order No. 116215 which authorized the widening of, and improvement of the approach grades, of Garden Street where it crosses the C.P.R., Town of Whitby, County of Ontario, Ont. mileage 178.27 Belleville Subd.
- 124266 April 25 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Pleasant Valley Road near Armstrong, B.C. mileage 34.97 Okanagan Subd.
- 124267 April 25 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. at Grand Bay, N.B. mileage 9.95 McAdam Subd.
- 124268 April 25 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Parkdale Road, City of Brockville, Ont. mileage 26.55 Brockville Subd.
- 124269 April 25 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and First Avenue West, City of Prince Albert, Sask. mileage 73.53 Duck Lake Subd. and mileage 0.04 Blaine Lake Subd.
- 124270 April 25 – Authorizing the Quebec Department of Roads to widen Ste-Claire Road where it crosses the C.N.R., in the Municipality of Charlesbourg West, P.Q. mileage 5.22 St-Raymond Subd. and authorizing the Railways to install automatic protection at the said crossing.
- 124271 April 25 – Authorizing the C.N.R. to install wide angle lenses on the back lights of the automatic protection at the crossing of their railway and Alexander Street, City of Pierrefonds, P.Q. mileage 3.52 Montfort Subd.
- 124272 April 25 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Notre-Dame Street, City of Drummondville, P.Q. mileage 98.72 Drummondville Subd.
- 124273 April 25 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and White Side Road, Township of Godmanchester, P.Q. mileage 31.30 Massena Subd.
- 124274 April 25 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Bell Road (formerly Haveur Road) at Cowansville, P.Q. mileage 5.78 Newport Subd.
- 124275 April 26 – Authorizing the C.N.R. to reconstruct their bridge at mileage 165.4 Cusson Subd, Ont.
- 124276 April 26 – Authorizing the C.P.R. to close, within the limits of its right of way the crossing of its railway and the Municipal Road between the SE¼-1-17-23-WPM, and the SW¼-6-17-22-WPM in the R.M. of Strathclair, Man. mileage 32.66 Bredenbury Subd.

- 124277 April 26 – Approving tolls to tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A.
- 124278 April 26 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding Orders Nos, 105100 and 111857.
- 124279 April 26 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Mary Street East, Town of Whitby, Ont. mileage 1.92 Whitby Town Spur. and to relocate the reflectorized crossing signs to another crossing of their railway and the highway at mileage 0.23 Delrex Spur which junctions with the Halton Subd. at mileage 22.59 Ont.
- 124280 April 26 – Approving the revisions to tariffs filed by the British Columbia Telephone Company.
- 124281 April 26 – Approving the construction of the siding at grade across County Road No. 18A, County of Welland, Ont. to serve the B.F. Goodrich Chemical Company Limited, at chainage 1+57 of the said siding which commences at mileage 1.68 of the Chemical Spur off mileage 9.08 Welland Subd. Ont. and authorizing the C.N.R. to operate their engines, cars and trains on the said siding.
- 124282 April 26 – Authorizing the Alberta Department of Highways to reconstruct County Road where it crosses the C.N.R. between the NW $\frac{1}{4}$ -7-53-22-W4M and the NE $\frac{1}{4}$ -12-53-23-W4M, Alta. mileage 254.82 Wainwright Subd. and to provide clear sight lines in all angles of the said crossing.
- 124283 April 26 – Authorizing the C.N.R. to relocate the station agent at Pickering to Ajax, Ont. and to remove the station building at Pickering.
- 124284 April 26 – Authorizing the C.N.R. to operate their engines, cars and trains over their Bonaventure industrial lead track which crosses at grade 128th Avenue, City of Edmonton, Alta. mileage 0.50 of the said industrial lead track off mileage 5.17 "B" Line, Edmonton Terminal Subd.
- 124285 April 26 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Gilbert Street, Town of Whitby, Ont. mileage 1.56 Whitby Town Spur, and to relocate the reflectorized crossing signs to another crossing of their railway and the highway at mileage 0.47 Delrex Spur which junctions with the Halton Subd. at mileage 22.89, Ont.

- 124286 April 27 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Kellogg Company of Canada Limited, across King Street, City of London, Ont. mileage 0.38 of the trackage which commences at mileage 30.86 Thomdale Subd.
- 124287 April 27 – Authorizing the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and the Township Road, in Uhthoff, Township of Orillia, Ont. mileage 51.12 Midland Subd.
- 124288 April 27 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and 8th Street, City of Portage la Prairie, Man. mileage 55.81 Rivers Subd. and mileage 0.05 Gladstone Subd. to another crossing of their railway and the highway at mileage 0.95 Ste. Rose Subd. Man.
- 124289 April 27 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Montee de Liesse, City of Saint-Laurent, P.Q. mileage 1.63 Cote de Liesse Spur to another crossing of their railway and the highway at mileage 25.98 Kiask Falls Subd. P.Q.
- 124290 April 27 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Belzile Street, City of Rimouski, P.Q. mileage 123.26 Mont Joli Subd.
- 124291 April 27 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Pickanock Road, in Shawville, County of Pontiac, P.Q. mileage 44.50 Waltham Subd.
- 124292 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding which crosses the Municipal Road, between the SE¼-11 and the SW¼-12-34-26-W4M, M.D. of Kneehill No. 48, Alta. mileage 0.10 of the siding which commences at mileage 2.66 of the Wimborn Spur.
- 124293 April 28 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 39 across the C.N.R. City of Weyburn, Sask. mileage 13.24 Weyburn Subd. and authorizing the C.N.R. to close the existing crossing of their railway and Sims Avenue, mileage 13.23 Weyburn. Subd. and revoking authority of Orders Nos. 121999 and 122940.

- 124294 April 28 – Authorizing the C.N.R. to operate their engines, cars and trains over their Camrose Industrial Lead track which crosses 41st Street, City of Camrose, Alta. mileage 0.19 of the said industrial lead track which commences opposite mileage 48.46 Camrose Subd.
- 124295 April 28 – Authorizing the County of Lincoln to widen County Road No. 36 where it crosses the Toronto, Hamilton and Buffalo Railway Company, between Lot 31, Concession 6, Township of Gainsboro and Lot 6, Concession 9, Township of South Grimsby, County of Lincoln, Ont. mileage 0.78 Dunnville Subd.
- 124296 April 28 – Assessing cost of maintenance and operation of the automatic protection at the crossing of the Algoma Central Railway and Korah Road (Second Line Road) City of Sault Ste. Marie, Ont. mileage 2.82 Soo Subd. on the City of Sault Ste. Marie and The Algoma Central Railway.
- 124297 May 1 – Extending the time within which the C.N.R. are required to install pre-empting circuits on their railway at the crossing of Highway No. 58, City of Welland, Ont. mileage 16.52 Font-hill Subd.
- 124298 May 1 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Port Davidson, Ont. near mileage 7.72 Dunnville Subd. Toronto, Hamilton and Buffalo Railway Company.
- 124299 May 1 – Approving changes in the automatic protection at the crossing of the C.N.R. railway and Highway No. 3, P.E.I., mileage 1.10 Montague Subd.
- 124300 May 1 – Revoking the authority of Orders Nos. 81336 and 89568 which approved location of facilities for the handling and storage of flammable liquids near the C.N.R. at St. James, Man.
- 124301 May 1 – Authorizing the County of Oxford to reconstruct County Road No. 29 where it crosses the C.P.R. between Concessions 6 and 7, in Lot 14, Township of Blenheim, County of Oxford, Ont. mileage 74.61 Galt Subd. and authorizing the C.P.R. to relocate the existing protection.
- 124302 May 1 – Authorizing the City of Brantford Ont. to reconstruct Dalhousie Street where it crosses the C.N.R., mileage 0.87 Burford Subd. and authorizing the C.N.R. to relocate and revise the automatic protection.

- 124303 May 1 — Amending Order No. 121739 which authorized the construction of four tunnels under the C.N.R. at Hagersville, Ont.
- 124304 May 1 — Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R., City of Regina, Sask. mileage 0.29 Lanigan Subd.
- 124305 May 1 — Authorizing the Ontario Department of Highways to realign, widen and improve River Street where it crosses the C.N.R. between Concessions 5 and 6, in Lot 13, Township of Brock, County of Ontario, Ont. mileage 2.15 Cannington Spur.
- 124306 May 1 — Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossings of their railway and the highways at mileages 121.10 and 130.84 Newcastle Subd. N.B. to other crossings of their railway and the highways at mileages 28.20 and 29.21 Caraquet Subd, N.B.
- 124307 May 1 — Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge which carries the Trans-Canada Highway across and over their right of way and track near Deer Lake, Nfld., mileage 374.42 Bishops Falls Subd.
- 124308 May 1 — Approving the changes in the automatic protection at the crossing of the C.N.R. and County Road No. 21, in Orillia, Ont. mileage 89.87 Newmarket Subd.
- 124309 May 1 — Dismissing the application of the C.P.R. for authority to remove the station agent and appoint a caretaker-express agent at Wishart, Sask.
- 124310 May 1 — Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. at Laval des Rapides, P.Q. mileage 10.21 Park Avenue Subd.
- 124311 May 1 — Approving changes in the automatic protection at the crossing of the C.N.R. and Finch Avenue, south of Snider South, Ont. mileage 11.65 Newmarket Subd.
- 124312 May 1 — Approving the changes in the automatic protection at the crossing of the C.P.R. and St. Emmanuel Road, in St-Clet, P.Q. mileage 28.17 Winchester Subd.
- *124313 May 2 — Exempting the G.N.R., on June 1, 1967, from application of certain rules contained in the Uniform Code of Operating Rules approved by G.O. No. 0-8 provided the railway company operates under rules set forth in Consolidated Code of Operating Rules, Edition 1967, on its Keremeos and Republic

Branch Lines, Nelson Branch, and Vancouver Line and rescinding the authority of Order No. 108314. (See page 340, 57 BTC).

- 124314 May 2 - Approving changes in the automatic protection at the crossing of the C.N.R. and Moulin des Meres Road, south of Loretteville, P.Q. mileage 7.08 St. Raymond Subd.
- 124315 May 2 - Authorizing the R.M. of Old Post No. 43 Sask. to reconstruct the Municipal Road where it crosses the C.P.R. north of the NE¼-36-4-1-W3M, mileage 23.37 Fife Lake Subd.
- 124316 May 2 - Authorizing the C.N.R., temporarily, to operate their engines, cars and trains over the Industrial Spur commencing at mileage 2.59 Chatham Subd. and at grade across the highways at spur mileages 1.93 and 3.21 to serve the Ford Automotive Assembly Plant.
- 124317 May 2 - Revoking authority of Orders Nos. 69496 and 76366 and approving the location of the flammable liquid transfer facilities of Imperial Oil Limited on the railway right of way at St-Georges-de-Beauce, P.Q. C.P.R.
- 124318 May 3 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. in the Village of St-Anselme, P.Q. mileage 203.33 Monk Subd.
- *124319 May 3 - Approving Special Contract for the release of responsibility in connection with the transportation of Rubber-Coated Paper Mill Rolls, Rubber-Lined Pipe, Rubber-Lined Pumps and Rubber-Lined Steel Tanks, and revoking authority of Orders Nos. 55364, 58330 and 58331. (See page 341, 57 BTC).
- 124320 May 3 - Approving the location of the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.N.R. at Moncton, N.B. near mileage 1.65 Sussex Subd.
- 124321 May 3 - Approving the location of the proposed additional flammable liquid bulk storage and handling facilities of the Royalite Oil Company Limited at Grimshaw, Alta. Northern Alberta Railways Company.
- 124322 May 3 - Dismissing the application of the C.N.R. for authority to remove the station agent at Elgin, Man. mileage 42.0 Hartney Subd.
- *124323 May 3 - Authorizing the C.N.R. to publish a rate of \$9.25 per ton of 2,000 pounds on Copper Concentrates, carloads, minimum weight of 140,000 pounds, from Chibougamau, to Gaspe, P.Q. (See page 343, 57 BTC).

- 124324 May 3 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., being the first public crossing east of the Village of Gerald, Sask. mileage 231.70 Rivers Subd.
- 124325 May 4 – Authorizing the C.P.R. to construct and maintain a siding across the highway at mileage 110.68 Assiniboia Subd. to serve Saskatchewan Pool Elevators Limited, in the Town of Assiniboia, Sask.
- 124326 May 4 – Approving changes in the automatic protection at the crossing of the C.N.R. and Erie Street, City of Stratford, Ont. mileage 0.80 Thorndale Subd.
- 124327 May 4 – Approving the Alternate Appendix "B" (1962) and Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Arpin.
- 124328 May 4 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de la Paroisse de St-Theodore d'Acton.
- 124329 May 4 – Approving Supplements No. 8 and No. 9 to Traffic Agreement between The Bell Telephone Company of Canada and the Central Community Telephone Company Limited (Kerwood-Nairn).
- 124330 May 4 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway structure which carries its track across and over Eglinton Avenue West, Township of York, Ont. mileage 2.03 MacTier Subd.
- 124331 May 4 – Approving changes in the automatic protection at the crossing of the C.N.R. and Plante Avenue, City of Quebec West, P.Q. mileage 2.29 Lairer Subd.
- 124332 May 4 – Approving changes in the automatic protection at the crossing of the C.N.R. and Pierre Bertrand Boulevard, City of Quebec West, P.Q. mileage 2.76 Lairer Subd.
- 124333 May 4 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 106888 and 108977.
- 124334 May 4 – Extending the time within which the Cumberland Railway Company is required to install automatic protection at the crossing of its railway and Connaught Avenue, Town of Glace Bay, N.S. mileage 0.25, No. 26 Colliery Spur, off mileage 12.15 Main Line Subd.

- 124335 May 4 – Approving changes in the automatic protection at the crossing of the C.N.R. and 3rd Range Road, at St-Janvier-De-Joly, P.Q. mileage 33.63 Drummondville Subd.
- 124336 May 4 – Authorizing the Alberta Department of Highways to construct an overhead bridge to carry Highway No. 3 across and over the C.P.R. in the SE¼-30-7-1-W5M, near Lundbreck, Alta. mileage 70.68 Crowsnest Subd. and authorizing the C.P.R. to close the existing crossing of its railway and Highway No. 3 at mileage 73.31 Crowsnest Subd., and remove the automatic protection.
- 124337 May 5 – Approving tolls to tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- 124338 May 5 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 51, near Riviere Bleue, P.Q. mileage 45.20 Monk Subd.
- 124339 May 5 – Authorizing the C.P.R. to operate its engines, cars and trains over the culverts and fill at mileage 57.9 Alberta Central Subd. Alta.
- 124340 May 5 – Authorizing the C.P.R. to operate its engines, cars and trains under the pedestrian bridge across and over its tracks, between St. Roch and Jarry Parks, City of Montreal, P.Q. mileage 6.31 Park Ave. Subd.
- 124341 May 5 – Authorizing the Counties of Leeds and Grenville to widen and improve County Road No. 20 where it crosses the C.P.R. between Concessions VIII and IX, Township of Oxford-on-Rideau, County of Grenville, Ont. mileage 35.02 Prescott Subd.
- 124342 May 5 – Authorizing the County of Lambton, Ont. to reconstruct and improve the approaches to the crossing of the C.N.R. and County Road No. 4 (Development Road No. 857) between Concessions 10 and 11, in Lot 26, Township of Moore, mileage 6.09 St. Clair River Industrial Lead which commences at mileage 3.2 Froomfield Spur, off mileage 58.9 Strathroy Subd.
- 124343 May 5 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 46 where it crosses the C.P.R. between the NW¼-12- and the SW¼-13-3-22-W3M, Sask. mileage 40.11 Notukeu Subd.
- 124344 May 5 – Approving tolls published in Supplement No. 8 to Agreed Charge Tariff of the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

- 124345 May 5 - Approving tolls to tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- 124346 May 5 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at High Level, Alta. C.N.R.
- 124347 May 5 - Authorizing the C.N.R. to construct the temporary falsework and pedestrian underpass across and under their tracks at Dorval Station, City of Dorval, Ile de Montreal, P.Q. mileage 11.5 Montreal Subd. and to operate their engines, cars and trains over the said temporary falsework during the period of construction.
- 124348 May 5 - Approving the location of the additional flammable liquid bulk storage and handling facilities of Standard Oil Company of British Columbia Limited at Burns Lake, B.C. C.N.R.
- 124349 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124350 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124351 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124352 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124353 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124354 May 8 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124355 May 8 - Revoking Order No. 115354 which approved location of proposed flammable liquid handling facilities of Imperial Oil Limited, at Crescent Spur, B.C. mileage 33.89 Fraser Subd. (C.N.R.)
- 124356 May 8 - Restricting the speed of engines, cars or trains to 10 m.p.h. over the crossings of the C.P.R. and 42nd Avenue S.E., City of Calgary, mileage 0.09 "J" and "JA" Leads opposite mileage 2.01 Macleod Subd. and requiring all rail movements over the crossing be flagged by a member of the crew.
- 124357 May 8 - Dismissing the application of the C.P.R. for authority to remove the station agent and appoint a caretaker at Elfros, Sask. mileage 99.3 Wynyard Subd.

- 124358 May 9 – Approving the unloading hopper and trench under the track of the C.N.R. serving Shakespeare Fertilizers Limited at Shakespeare, Ont. and authorizing the C.N.R. to operate their engines, cars and trains over the said hopper and trench.
- 124359 May 9 – Assessing cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and County Road No. 23 at Bainsville, Ont. mileage 48.71 Kingston Subd. on the Corporation of the Township of Lancaster and the C.N.R.
- 124360 May 9 – Exempting the C.P.R. from the application of section 53(1) of General Order No. E-14, provided that no engines or trains clear the main track at the siding at mileage 31.2 Indian Head Subd. Sask.
- 124361 May 9 – Approving the location of the proposed additional flammable liquid bulk storage and handling facilities of Imperial Oil Limited at Ogema, Sask. mileage 51.7 Assiniboia Subd. C.P.R.
- 124362 May 9 – Approving changes to the signals between mileage 100.0 and mileage 120.0 on the Wainwright Subd., Alta. C.N.R.
- 124363 May 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Line 11 Road, Village of Hawkstone, Township of Oro, Ont. mileage 77.85 Newmarket Subd.
- 124364 May 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 561, near Bruce Mines, Ont. mileage 95.31 Thessalon Subd.
- 124365 May 9 – Authorizing the Township of Tilbury North Ont. to reconstruct Richardson Road where it crosses the New York Central System, between Lots 18 and 19, Concession 4, mileage 191.09, Maine Line Subd.
- 124366 May 9 – Authorizing the Quebec Department of Roads to widen Johnville Road where it crosses the C.P.R., Township of Eaton, County of Compton, P.Q. mileage 58.41 Megantic Subd. and authorizing the C.P.R. to install automatic protection at the said widened crossing.
- 124367 May 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Victoria County Road No. 11, at Manilla, County of Victoria, Ont. mileage 13.25 Uxbridge Subd.

- 124368 May 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Watson Street, Town of Whitby, Ont. mileage 0.23 Harbour Lead Branch.
- 124369 May 10 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Mervin Land Road, Township of Augusta, Ont. mileage 114.43 Kingston Subd. to another crossing at mileage 54.65 Renfrew Subd. Ont.
- 124370 May 10 – Approving changes in the automatic protection at the crossing of the N.Y.C. and Church Street, at Chateaugay, P.Q.
- 124371 May 10 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Provincial Road No. 236, in Rosser, Man. mileage 15.05 Carberry Subd. to another crossing at mileage 0.19 Carman Subd. Man.
- 124372 May 10 – Revoking authority of Order No. 90220 which authorized the C.P.R. to provide necessary synchronization of the traffic light signals at the intersection of Speedvale Avenue and Woolwich Street with the flashing light signals installed at the crossings of its Railway and Woolwich Street and Speedvale Avenue, City of Guelph, Ont. mileages 32.74 and 32.82 Goderich Subd.
- 124373 May 10 – Authorizing the C.N.R. to install automatic protection at the crossings of their railway and St. George Avenue (known as Labatt's Spur); and Idylwyld Freeway (known as Bellevue Spur), City of Saskatoon, Sask. and requiring all rail movements over the said crossings be brought to a stop before obstructing the crossings.
- 124374 May 10 – Authorizing the Quebec Department of Roads to widen St. Charles Road where it crosses the C.P.R. in the Parish of St. Thomas, County of Joliette, P.Q. mileage 2.59 St. Gabriel Subd. and authorizing the C.P.R. to install automatic protection at the said widened crossing.

- 124375 May 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway, at Green Point, N.B. mileage 126.74 Newcastle Subd. and to relocate the reflectorized crossing signs from the said crossing to another crossing of their railway and the highway at mileage 154.55 Newcastle Subd. N.B.
- 124376 May 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Bouchette Street, at Huntingdon, P.Q. mileage 38.90 Massena Subd.
- 124377 May 10 – Dismissing the application of the C.N.R. for authority to replace the station agent at Vars, Ont. with an on-hand agent.
- 124378 May 10 – Authorizing the C.P.R. to close, within the limits of its right of way the crossing of its railway and the Municipal Road, between Sections 13 and 24, in Township 14, Range 11, West Principal Meridian, R.M. of Westbourne, Man. mileage 29.23 Minnedosa Subd.
- 124379 May 10 – Authorizing the C.P.R. to install automatic protection, in lieu of the existing protection, at the crossing of its railway and Raleigh Street, City of Chatham, Ont. mileage 64.59 Windsor Subd.
- 124380 May 10 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Provincial Road No. 412, in the R.M. of Rosser, Man., mileage 22.42 Carberry Subd. to another crossing of its railway and the highway at mileage 51.65 Alida Subd. Sask.
- 124381 May 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and County Road No. 14, north of St-Eugene, County of Prescott, Ont. mileage 25.10 M. & O. Subd.
- 124382 May 10 – Authorizing the Quebec Department of Roads to widen and improve the Johnville-Martinville Road where it crosses the C.P.R., Township of Eaton, County of Compton, P.Q. mileage 58.24 Megantic Subd. and authorizing the C.P.R. to install automatic protection at the said crossing.
- 124383 May 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Township Road (Galloway Road), Municipality of the Front of Leeds and Lansdowne, Ont. mileage 153.21 Kingston Subd.

- 124384 May 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Marshall Street, Town of Nanton, Alta. mileage 55.89 Macleod Subd.
- 124385 May 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Victoria Street, Town of Whitby, Ont. mileage 0.48 Whitby Town Spur. and to relocate the reflectorized crossing signs from the said crossing to another crossing at mileage 0.15 Dickens Street Lead which junctions with the Kingston Subd. at mileage 331.14.
- 124386 May 10 – Authorizing the Township of Etobicoke, Ont. to widen and improve Carlingview Drive where it crosses the C.N.R. mileage 13.06 Brampton Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124387 May 10 – Revoking authority of Order No. 117273, authorizing the Ontario Department of Highways to widen and improve Craig Street where it crosses the C.P.R. in Lot 4, Concession 1, Township of Drummond, County of Lanark, Ont. mileage 11.03 Belleville Subd. and authorizing the Railway to install automatic protection, in lieu of the existing protection, at the said crossing.
- 124388 May 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Cliff Street, City of Enderby, B.C. mileage 23.0 Okanagan Subd. and to relocate the reflectorized crossing signs from the said crossing to another crossing at mileage 22.94 Okanagan Subd. B.C.
- 124389 May 10 – Amending Order No. 122985 which authorized the Alberta Department of Highways to reconstruct, improve and relocate the subway carrying Highway No. 16 across and under the C.N.R. between Sections 12 and 13, Township 53, Range 23, West Fourth Meridian, near Bremner, Alta. mileage 255.5 Wainwright Subd.
- 124390 May 10 – Amending Order No. 119644 which authorized the installation of automatic protection at the crossing of the C.N.R. and Provincial Road No. 271, at Pine River, Man. mileage 48.52 Cowan Subd.
- 124391 May 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Nash Road, Township of Saltfleet, Ont., mileage 38.56 Grimsby Subd.

- 124392 May 10 – Assessing cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and Wharf Road, Village of Hudson, P.Q. mileage 8.35 M. and O. Subd. on the Village of Hudson and the C.P.R.
- 124393 May 10 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Town Line Road, between the Townships of Essa and Innisfil, Ont. mileage 3.00 Meaford Subd. to another crossing of their railway and the highway at mileage 0.70 Sudbury Terminal Subd. Ont.
- 124394 May 10 – Amending Order No. 124101 which authorized the Highways Department of Manitoba to widen Provincial Road No. 240 where it crosses the C.P.R. in St. Claude, mileage 57.52 Glenboro Subd. and the Railway to install automatic protection at the said crossing.
- 124395 May 10 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Provincial Road No. 424, in Calrin, Man. mileage 18.44 Rivers Subd. to another crossing of their railway and the highway at mileage 0.47 Tonkin Subd. Man.
- 124396 May 10 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge which carries a public road across and over their track, Township of Shipton, County of Richmond, P.Q. mileage 72.5 Danville Subd.
- 124397 May 10 – Approving tolls to tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- 124398 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124399 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 124400 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 120022.
- 124401 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 119782.
- 124402 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124403 May 10 – Approving tolls to tariff filed by the C.P.R. under Section 8 of the M.F.R.A.

- 124404 May 10 – Approving tolls in Supplement No. 4 to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 117658.
- 124405 May 10 – Approving toll to tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 124406 May 10 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124407 May 11 – Amending Order No. 121213 and allocating the balance of the cost of reconstruction and improvement of the overhead bridge carrying Chatham Street across and over the Toronto, Hamilton and Buffalo Railway Company, City of Hamilton, Ont. mileage 38.85 Waterford Subd.
- 124408 May 11 – Authorizing the British Columbia Department of Highways to construct Englewood Road across the C.N.R. at mileage 11.06 Cowichan Subd. B.C. and to install a reflectorized stop sign on each approach to the said crossing.
- 124409 May 11 – Authorizing the Township of Montague to improve the sight lines at the crossing of the C.N.R. and the Township Road, between Lots 8 and 9, in Concession 7, County of Lanark, Ont. mileage 26.50 Smiths Falls Subd.
- 124410 May 11 – Authorizing the Township of Montague to improve the sight lines at the crossing of the C.N.R. and the Township Road in Lot 12, Concession 7, County of Lanark, Ont. mileage 27.72 Smiths Falls Subd.
- 124411 May 11 – Authorizing the Township of Montague to improve the sight lines at the crossing of the C.N.R. and Township Road, between Concessions 6 and 7, in Lot 20, County of Lanark, Ont. mileage 30.31 Smiths Falls Subd.
- 124412 May 11 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Victoria Street, City of Barrie, Ont. mileage 63.50 Newmarket Subd.
- 124413 May 11 – Authorizing the C.N.R. to remove the station agent at Angus, Ont. provided a resident caretaker is appointed.
- 124414 May 11 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 2nd Range Road, Township of Mailhot, P.Q. mileage 1.34 Manouan Subd.

- 124415 May 11 – Authorizing the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and Town Line Road, between the Townships of Moore and Sombra, Ont. mileage 57.20 No. 2 Subd.
- 124416 May 11 – Authorizing the Quebec Department of Roads to widen Cote des Anges Nord Road where it crosses the C.N.R., Parish of St-Augustin, County of Deux-Montagnes, P.Q. mileage 20.35 Montfort Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124417 May 11 – Authorizing the C.N.R. to construct an additional track across Dunlop Drive, Corporation of the Town of Whitby, Ont. mileage 304.29 Kingston Subd. and to relocate the existing protection at the said crossing to include protection for the additional track.
- 124418 May 11 – Authorizing the C.P.R. to remove the caretaker at Snowden, Sask. mileage 34.4 White Fox Subd.
- 124419 May 11 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 28A near Mallaig, Alta. mileage 6.76 Bonnyville Subd.
- 124420 May 12 – Assessing cost of maintenance of the crossing of the C.P.R. and 6th Street North, City of Cranbrook, B.C. mileage 98.57 Cranbrook Subd. on the City of Cranbrook.
- 124421 May 12 – Authorizing the C.P.R. to operate its engines, cars and trains over the pedestrian underpass at 10th Avenue, City of Saskatoon, Sask. mileage 112.05 Sutherland Subd.
- 124422 May 12 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Lower Jordan Road, County of Shelburne, N.S. mileage 49.30 Yarmouth Subd. to another crossing at mileage 0.33 Shelburne Town Spur which commences at mileage 51.00 Yarmouth Subd. N.S.
- 124423 May 12 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124424 May 12 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at New Glasgow, N.S. mileage 43.55 Hopewell Subd.
- 124425 May 12 – Authorizing the Quebec North Shore and Labrador Railway Company to construct within two years, the Redore Branch Line, in unsurveyed territory, District of Labrador West, Nfld. commencing at mileage 343.66 Main Line Subd.

- 124426 May 12 – Amending Order No. 123370 which authorized the Town of Kapuskasing Ont. to construct Bonnieview Road Extension across C.N.R. track.
- 124427 May 12 – Amending Order No. 123915 which authorized the C.N.R. to remove the station agent at Taft, B.C.
- *124428 May 12 – Authorizing the C.N.R. to publish certain rates per ton on Lead and Zinc Concentrates from mileage 60.6 Peace River Subd. (2.8 miles west of Roma) Alta. to Bradley and Silver King, Idaho. (See page 344, 57 B.T.C.)
- 124429 May 12 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. being the fifth crossing west of Delhi, Ont. mileage 88.69 Cayuga Subd.
- 124430 May 15 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding which commences at mileage 7.9 Steveston Branch, serving B.C. Packers Limited across No. 1 Road, at Steveston, Township of Richmond, B.C.
- 124431 May 15 – Authorizing the County of St. Paul No. 19, Alta. to improve the sight lines in the northeast, northwest and southwest angles of the County Road where it crosses the C.N.R. mileage 116.39 Coronado Subd.
- 124432 May 15 – Authorizing the British Columbia Department of Highways to reconstruct Happy Valley Road where it crosses the C.N.R. B.C. mileage 12.06 Cowichan Subd.
- 124433 May 15 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Hannibal Street, Town of Smiths Falls, Ont. mileage 34.84 Smiths Falls Subd. to another crossing at mileage 3.74 Gananoque Spur which junctions the Kingston Subd. at mileage 154.00, Ont.
- 124434 May 15 – Amending Order No. 119449 which authorized the installation of automatic protection at the crossing of the C.N.R. and Queen Street, Village of Wildwood, Alta. mileage 77.42 Edson Subd.
- 124435 May 15 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge which carries Highway No. 5 (Dundas Street) across and over its right of way and track, Village of Waterdown, County of Wentworth, Ont. mileage 4.60 Goderich Subd.
- 124436 May 15 – Authorizing the Town of Selkirk Man. to construct Pacific Avenue across the C.P.R. in River Lot 45, Parish of St. Clements, mileage 20.59 Winnipeg Beach Subd.

- 124437 May 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and the Municipal District Road, Ribstone, Municipal District of Wainwright No. 61, Alta. mileage 112.14 Wainwright Subd.
- 124438 May 15 – Dismissing the application of the C.N.R. for authority to remove the station agent at Belmont, Man.
- 124439 May 15 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridges carrying connecting roads between Champlain Bridge and the Trans Canada Highway and access roads to Highways No. 2 and No. 17 across and over their right of way and Yard Corridor tracks, City of Montreal, P.Q. opposite mileages 4.01, 4.03, 4.16, 4.21, and 4.23 Montreal Subd.
- 124440 May 15 – Requiring all train movements over the crossing of Highway No. 11 and C.P.R.'s siding, serving Rolland Paper Company, at mileage 0.29 of the said siding which commences at mileage 12.78 Ste-Agathe Subd., Parish of St-Antoine des Laurentides, P.Q. be flagged by a member of the train crew.
- 124441 May 15 – Amending Order No. 123786 which authorized the Town of Cobourg Ont. to construct a diversion road which will eliminate the existing crossing of Sinclair Street and the right of way and track of the C.N.R. at mileage 264.91 Kingston Subd. and the subway under the right of way of the C.P.R. at mileage 135.79 Belleville Subd.
- 124442 May 15 – Authorizing the Quebec Department of Roads to widen and improve St. Georges Range Road where it crosses the C.N.R., Municipality of the Parish of St.-Valentin, County of St-Jean, P.Q. mileage 9.10 Rouses Point Subd.
- 124443 May 15 – Authorizing the C.N.R. to remove the station agent at Lancaster Ont., provided a resident caretaker is appointed.
- 124444 May 16 – Authorizing the Quebec Department of Roads to realign and reconstruct Main Street where it crosses the C.N.R. at Pointe Bleue (Indian Reserve) County of Roberval, P.Q. mileage 15.71 Roberval Subd. and authorizing the C.N.R. to relocate the automatic protection at the said crossing.
- 124445 May 16 – Authorizing the Municipal Corporation of the Township of Rochester, Ont. to construct and maintain Malden Road (South Middle Road) across the New York Central System, between Lots 25 and 2, in Concession 1, County of Essex, mileage 204.03 N.F. Main Line Subd. and authorizing the New York

Central System to install, short arm gates, flashing light signals and bell at the said crossing, and to close within the limits of its right of way, the existing crossing at mileage 204.02 N.F. Main Line Subd.

- 124446 May 16 – Authorizing the Township of Beverly Ont. to reconstruct Orkney Sideroad where it crosses the C.N.R. between Lots 24 and 25, in Concession 1, County of Wentworth, mileage 10.83 Dundas Subd.
- 124447 May 16 – Authorizing the Interprovincial Pipe Line Company to construct a 34-inch oil pipe line across and under the right of way and tracks of the C.P.R. at the following locations: in the NW¼-21-34-23-W3M, in the SW¼-5-34-22-W3M, in the SE¼-26-30-15-W3M, in the NE¼-18-29-11-W3M, in the NW¼-5-18-19-W2M all in Sask; and in the NW¼-26-7-18-WPM, in the NE¼-10-3-6-WPM, all in Man.
- 124448 May 16 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Montee St-Leonard, City of Montreal, P.Q. mileage 131.5 Joliette Subd. (formerly mileage 29.69 l'Assomption Subd.) on the City of Montreal and the C.N.R.
- 124449 May 16 – Amending Order No. 115618 which authorized the County of Strathcona No. 20 Alta. to widen the crossing and improve the view lines where Municipal Road crosses the right of way and track of the C.P.R. between the SW¼ of Section 5 and the SE¼-6-53-23-W4M, mileage 166.92 Willingdon Subd.
- 124450 May 16 – Authorizing the C.N.R. to close the following stations for a temporary period while the agents are on annual vacations: Kerwood and Centralia, Ont.
- 124451 May 16 – Authorizing the Interprovincial Pipe Line Company to construct an additional pipe line across and under the right of way and tracks of the C.N.R. at the following locations: in the SE¼-26-36-27-W3M, in the NE¼-16-30-14-W3M, in the NW¼-3-18-20-W2M, in the NE¼-2-18-20-W2M, in the SE¼-27-11-33-W2M; all in Sask; between the NW¼-9-9-26-WPM and the NE¼-9-9-26-WPM, between the NW¼-11-9-26-WPM and the SW¼-11-9-26-WPM, in the SW¼-29-7-17-WPM; all in Man.; and in Lot 27, Concession 13, Township of London, County of Middlesex, in Lot 21, Concession 9, Township of Blenheim, County of Oxford, in Lot 3, Concession 7, Township of North Dumfries, County of Waterloo, all in Ont.

- 124452 May 17 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Royal Road, at Nashwaaksis, N.B. mileage 56.06 Gibson Subd.
- 124453 May 17 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Keil Drive, City of Chatham, Ont. mileage 65.82 Windsor Subd.
- 124454 May 17 – Authorizing the Municipal Corporation of the Township of Woolwich, Ont. to widen Township Road No. 32 where it crosses the right of way and track of the C.N.R. mileage 7.28 Waterloo Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.
- *124455 May 17 – Determining “normal payments” and “equalization payments” to “eligible companies” of the \$110,000,000 subsidy for the year 1967 under Section 469 of the Railway Act and Section 92 of the National Transportation Act. (See page 346, 57 B.T.C.)

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of the Borough of Scarborough, requesting authority to construct a grade separation (subway) to carry Midland Avenue across and under the right of way and tracks of the Canadian Pacific Railway Company at mileage 199.15 Belleville Subdivision in the Borough of Scarborough, in the Province of Ontario.

File No. 26727.363

June 7, 1967.

BEFORE:

ROD KERR,
H.H. GRIFFIN

*Chief Commissioner.
Assistant Chief Commissioner.*

APPEARANCES:

R.J. MADGE,

*for the Canadian Pacific Railway
Company.*

K.H. MacDIARMID, Q.C.
and

for the Borough of Scarborough.

HAROLD B. IBSEN,
F.A. BURGESS, Q.C.

*for the Bell Telephone Company
of Canada.*

HEARD AT SCARBOROUGH, ONTARIO, JUNE 6 & 7, 1967.

ORAL JUDGMENT

THE CHIEF COMMISSIONER: We have stayed out considering this matter for a longer period than I had estimated. We are prepared to give an interim decision now. I have made rough notes to which I will refer as I speak.

The Board has had this matter under consideration for a considerable period of time. There is a voluminous file. The parties have filed submissions from time to time and have made representations in writing. There have also been meetings with members of the Board and its engineering staff. As a result, the

Assistant Chief Commissioner and I and the Board's engineers came to the hearing yesterday with considerable knowledge of and information respecting the situation. Yesterday we heard the evidence that was offered. The witnesses have brought the situation up to date and we have also had the benefit of arguments by Mr. MacDiarmid and Mr. Madge.

Last night the Assistant Chief Commissioner met with me and the Board's Director of Engineering (who, incidentally, is not able to be present today; he had to go back to Ottawa) and its District Engineer and discussed and reviewed the matter further. We think, therefore, that we are in a position to give a decision now in certain respects. We also believe that the parties would like to have the decision as quickly as possible. If we do not give a decision today it may perhaps not be possible, for us to give it within the next couple of months, as other hearings and circumstances will make it difficult for Mr. Griffin, Mr. Shier and myself to meet for that purpose. Consequently we will make certain findings now to resolve some of the issues and to enable the parties to plan their course of action in the light of such findings.

First, we are satisfied that the construction of a grade separation at Midland Avenue is warranted for the protection, safety and convenience of the public and we approve, in principle, the construction of a subway.

Secondly, we are prepared to authorize the maximum possible grant from the Railway Grade Crossing Fund towards the cost of the construction of the grade separation. That maximum grant is 80 per cent of that cost, or \$500,000, whichever is the lesser.

Third, the Borough of Scarborough has asked that the railway company be directed to design and construct the structure. Canadian Pacific, on the other hand, has asked that Scarborough be authorized to do so. In numerous cases in recent years, the Board has authorized the highway authority to undertake this task. Having regard, among other things, to the relocation of the highway, the construction possibly of access roads and the complexity of the proposed project relating to the highway itself, the Board in this instance considers it fitting that the Borough of Scarborough be authorized to design and construct the structure, subject to consultation with and approval of the railway company, insofar as its interest is affected. The Board has found through experience in other major grade separation cases where the highway authorities have undertaken the work, that the practice of having the highway authority undertake the work has worked well. The Board will follow its usual practice of making progress payments at successive stages of completion of the work if so requested.

Now, as to apportionment of costs: the hump yard was established in 1959. Two major changes affecting the Midland Avenue crossing have occurred since then. One is that certain freight cars are longer now and trains are longer and

several hump yard train movements take place daily over Midland Avenue. Two additional tracks across the highway are also said to be needed because of the hump yard operations, as they have developed since the yard was established. The other major change is that highway traffic has also increased — probably more than doubled — and it is expected to increase considerably more, as is indicated by the fact that the Borough of Scarborough is planning a four-lane highway to be contained in a road allowance 86 feet wide to replace the present two-lane road which is in a road allowance 66 feet wide in the vicinity of the crossing. This combination of train and highway traffic movements has increased the delays to highway traffic at the crossing and has aggravated the former inconvenience there. The present crossing situation is not caused principally by the yard operation alone nor by increased highway traffic alone but by a combination of both. We consider that this crossing falls within the reservation in the Judgment dated the 11th of September 1959 for the establishment of the yard. That reservation referred to grade separation and other works at crossings.

I will read it:

“The reservation is that to the extent that such works are or will be necessary within the next few years, even if the yard were not established, they may qualify for grants from the Fund and justify apportionment of their costs of construction, maintenance and operation between Canadian Pacific and other interested parties.”

In the great majority of grade separations ordered by the Board in respect of existing level crossings, the need for the grade separation has arisen principally because of increased highway traffic and in such cases the Board has made an 80 per cent grant from the Railway Grade Crossing Fund, up to a maximum of \$500,000 and has apportioned the remaining 20 per cent by directing the railway company to pay five per cent, which is one-quarter of that remainder, and the highway authority to bear 15 per cent, which is three-quarters of that remainder.

In the present instance we consider that it is appropriate to require the railway company to pay ten per cent instead of five per cent, in view of the fact that train movements at Midland Avenue contribute more largely to the need for a grade separation than they do in the great majority of cases where the company has been ordered to pay five per cent.

Having regard to the increase in highway traffic and the even greater potential unexpected increase and the indicated need for a four-lane highway, we do not think that an order requiring the railway company to bear all of the expense after a grant from the Railway Grade Crossing Fund or to bear more than one-half of the remainder would be warranted. The design of the grade separation is only preliminary at this time. It was made clear that soil tests will have to be made and that the project will require more planning and

designing and may undergo changes before final design and structure are chosen. It apparently will include work and costs that may not be directly related to the construction of a grade separation adequate to take care of the level crossing situation. It apparently will involve a wider highway allowance than the existing one. The additional depth will not benefit the railway but will be for the benefit solely of highway traffic.

There is also the fact that, on the other hand, the structure will be built to accommodate five tracks instead of the present three tracks, and this will be for the benefit solely of the railway. There may be access roads not related to the level crossing situation. Consequently, it must be assumed, from what has been presented to date, that there will be certain work and costs towards which the Board will not order the railway company to contribute. It will be necessary for the Board to review the work that is finally decided upon and the cost thereof and to then determine to what portion thereof the percentage payable by the railway company shall apply. If the parties do not reach agreement in that respect it will also be necessary in due course to establish that all costs to which the Board and the railway company will contribute are reasonable and necessary.

As to the cost of maintenance, we did not at the time at our disposal last night or today decide what the Board should order. In any event that cost is not large compared with the cost of construction and we will leave it for determination when the design of the project has been completed. We think that it may be quite possible for the parties to reach agreement on the question of cost of maintenance when the project is more firmly developed than it is now.

As to utilities, the Board will follow its usual practice in the apportionment of costs.

I wish now to thank the witnesses and to thank the counsel, Mr. MacDiarmid and Mr. Madge, for putting their positions fully and clearly before the Board. We hope that this hearing which we brought on and pushed in between numerous other hearings that we have been holding in recent weeks, and our findings as I have given them, will help to expedite the planning and construction of the project. There is nothing more I have to say at the moment.

MR. MacDIARMID: Gentlemen, we are very grateful to you in coming to Scarborough for your careful attention to our evidence. Thank you very much.

MR. MADGE: Thank you.

— SCARBOROUGH SITTINGS CONCLUDED —

IN THE MATTER OF Canadian National Railways' Master Agency Plan in the London Area and the removal of the agents and the retirement of the station buildings at Bothwell, Newbury, Kerwood, Mount Brydges, Hyde Park, Ilderton, Centralia, Thorndale and Dorchester.

*File No. 4205.2800
June 15, 1967.*

BEFORE:

H.H. GRIFFIN
W.R. IRWIN

*Assistant Chief Commissioner.
Commissioner.*

APPEARANCES:

H.J.G. PYE
J.D. McNAUGHTON
M.T. McCUTCHEON, M.P.
DAN BOAM
GRAHAM CHAMBERS
GERALD McMASTER

*for Canadian National Railways.
Reeve of Newbury.
Kent.
President of Boam Limited, Bothwell.
President of Graham Chambers
Limited.
Mayor, Town of Bothwell.*

HEARD AT LONDON, ONTARIO, JUNE 14 & 15, 1967.

ORAL JUDGMENT

THE ASSISTANT CHIEF: Mr. Pye, Mr. McCutcheon, we have deliberated further on the evidence we have heard this morning and the representations that have been made, and we have come to our conclusion. Having come to our conclusion we think no purpose is served by delay. We think it is in the public interest that people should know where they stand, and not in the public interest that we should return to Ottawa, be prevented then by other events from meeting possibly for some weeks and some two months hence issue a decision which we could issue here.

In this instance Canadian National Railways applied to the Board in July of 1966 for approval of its London Master Agency Plan. Now, I should be more specific. I think actually the application was for the closing of certain agencies on the putting into effect of the Master Agency Plan. That application was later amended to include the removal of the station buildings.

At the time of the application the Plan had been in existence for some eight months and upon review, as referred to by you this morning, Mr. McCutcheon, it had been determined that the agents at Exeter, Hensall, Watford and Petrolia should resume certain duties. The agencies in respect to which the application has been made had then, at the time of the application, been reduced to nine, those at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Newbury, Bothwell and Mount Brydges.

The railway company presented its evidence through one witness only, Mr. Armstrong, who is manager of the Southwestern Ontario Area.

The Board has heard similar applications to this one in the past, notably, in fact only two, those being at Moncton and at Edmonton. The Board also approved the Master Agency going into effect at Calgary.

The issues there were somewhat the same. The notable difference here has been that there has been less opposition. It is true that a number of letters have been sent by way of protest to the government, to the railway company and to the Board. Yesterday those letters or copies of them were filed as an exhibit and Mr. Armstrong in his evidence endeavoured, and I think successfully, to separate out the objections that dealt only with passenger service, and he then dealt in his evidence with the objections made in the other letters. For the most part that evidence has satisfied us that either the objections were not of great weight or else that they had been overcome wholly or substantially by the changes that have been made as the plan evolved.

In opposition yesterday Mr. McNaughton, who is here today, appeared on behalf of the Council of the Village of Newbury. Mr. McNaughton yesterday said that the municipality had no real objection to the application but asked that the station building be left for a period of three years.

Now, for the reasons given yesterday on behalf of the railway company, we think it would be unwise to make such provision. The assurance was given by Mr. Armstrong that in the event of circumstances warranting the reopening of an agency at Newbury the rebuilding of a station building would not be an impediment.

I shall deal now with the evidence given by Mr. McNaughton this morning. Principally it was a submission that the Board fix a formula which would provide that if the freight tonnage at Newbury exceeded a certain figure the railway company would be required to reopen the agency. That does not appeal to us. On the other hand, we say to you now, Mr. McNaughton, that if you should be of the opinion that the freight tonnage has so increased, there is nothing to prevent you from so advising Canadian National Railways and if you are not satisfied with the answer given by the railway company, it is open to you to apply to the Board to require the reopening of such agency. The Board will inquire into the matter and make its determination.

Yesterday, as I mentioned this morning, the Board received a telephone call from Mr. DeHoy on behalf of Mr. Chambers asking that certain evidence be heard this morning and certain representations be made. As a result of that Mr. McCutcheon, a Member of Parliament for Lambton-Kent, has appeared this morning and has called as witnesses Mr. Graham Chambers of Graham Chambers Limited, Mr. Boam of Boam Grain Company Limited and the Mayor of Bothwell, Mr. McMaster. We have the benefit of their evidence.

Mr. Chambers has not convinced us that he is not adequately served at present by the agent at Glencoe.

Mr. Boam I think mentioned four points:

He said that the town is no longer served by direct telegraph service. I merely point out that the number of messages, according to our records, arriving for recipients in Bothwell in the period October 1964 to September 1965 was 192. The number of messages going out from Bothwell was 48.

His second point was Bothwell's Centenary. We hope nothing we may do will mar that.

He mentioned thirdly some assurance he felt that the community had of service in perpetuity. That is an argument that is often advanced before the Board. The Board on its part endeavours to deal with matters in the circumstances that exist at the time the matter is being heard.

Fourthly he stated that this would be a retrograde step. That too is a fear held by many people who oppose applications for abandonment of railway lines, for discontinuance of passenger services and for removal of stations. Sometimes those fears are unfounded. No one likes change. But we are not convinced that this step will necessarily injure the economy of the area.

We have also had evidence from His Worship the Mayor which was helpful to us.

I don't think there is much purpose in going more fully into the evidence. We feel that our duty is clear in this matter.

We bear in mind that as far as Mr. Chambers is concerned that in his view he is better served at present than he would be by agents who do sometimes get posted to a station who are indifferent.

We feel that the evidence of Mr. Armstrong on the allotment of cars discounts to some extent the fear or the belief that cars are purloined by agents for the benefit of their agency and to the detriment of others.

In the circumstances we have decided to grant the application. Canadian National Railways is authorized to close on a date not before July 1st, 1967 its agencies at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Newbury, Bothwell, Mount Brydges.

Canadian National Railways is further authorized to remove the station buildings at those points, but we see no reason to have that removal mar anything in the village, particularly during this Centennial year, and we think it quite adequate that Canadian National Railways be authorized to remove the buildings at a date after the first of September, 1967.

There is nothing further to be said by me in respect of the decision, and I will say it has been a pleasure to sit in London and a privilege to sit in the Council Chambers here. We appreciate very much the assistance given to us by witnesses, by you, Mr. McCutcheon, as a Member of Parliament, by you Mr. Pye as counsel for the railway company.

The order will issue from Ottawa following our return there. And if now I may be permitted to just add a small personal note. Fear was expressed that the removal of the station at Bothwell would mar the appearance of the main street, the station being right at the end of the main street I understand, and this is not part of the judgment but I just hope that it might be an opportunity for the town in place of the station building to put a park where the memory of the Honourable George Brown might be suitably commemorated. I make that suggestion. Thank you and that concludes these proceedings.

ORDER NO. 124760

THURSDAY, THE 22ND DAY OF
JUNE, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF Canadian
National Railways' Master Agency
Plan in the London Area and the
removal of the agents and the retire-
ment of the station buildings at
Bothwell, Newbury, Kerwood, Mount
Brydges, Hyde Park, Ilderton,
Centralia, Thorndale and Dorchester,
all in the Province of Ontario:*

File No. 4205.2800.

UPON hearing the matter at a sittings of the Board held in London, Ontario, on June 14th and 15th, 1967, in the presence of Counsel for the Canadian National Railways and Mr. M.T. McCutcheon, M.P., for the Town of Bothwell —

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Canadian National Railways are authorized to close the stations at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Mount Brydges, Newbury and Bothwell, all in the Province of Ontario.
2. The said stations shall be closed at any time after the first day of July, 1967.
3. The Canadian National Railways are authorized to remove the station buildings at the said points.
4. The said station buildings may be removed at any time after the first day of September, 1967.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

OTTAWA, June 19, 1967.

ACCOUNTING CIRCULAR NO. 9

File No. 45464.2 – In the matter of Section 387 of the Railway Act and amendments to the uniform classifications and system of accounts prescribed thereunder:

WHEREAS the Board publishes from time to time Accounting Circulars containing amendments to the Uniform Classification of Accounts prescribed under the Railway Act.

AND WHEREAS any carrier affected by the amendment may object to the amendment by filing with the Secretary of the Board within thirty days after the date of the Accounting Circular containing the amendment or within such further time as the Board allows, an objection in writing with reasons in support thereof.

AND WHEREAS whenever an amendment is issued it thereupon applies to all railway companies for which the Board prescribes uniform classifications and systems of accounts, except as otherwise stated in the amendment or an Order issued in respect thereof.

AND WHEREAS a draft of Accounting Circular No. 9 has been submitted to The Railway Association of Canada and the Association's Accounting Committee has submitted comments thereon.

CARRIERS ARE HEREBY ADVISED that the period for objection to an amendment in this Accounting Circular No. 9 is thirty days after the date of this circular, and that the amendments herein are to be applied on or before August 1, 1967.

AMENDMENT NO. 1

Add to the text pertaining to Revenue Accounts the following account No. 117 and the supporting text:

117 Payments related to National Transportation Act.

This account shall include the amounts which a carrier becomes entitled to receive from governmental authorities in accordance with provisions for payments under sections 314E, 314G, 314J, 329 and 469 of the Railway Act as amended by the National Transportation Act.

AMENDMENT NO. 2

Amend the text to Revenue Accounts by the following:

Account No. 101, Freight

Items to be credited

Delete the following:

Item "(1) Revenues from governmental authorities under subsidy arrangements relating to reduced freight rates."

Add the following:

Item "(1) Revenues from governmental authorities under subsidy arrangements relating to the Maritime Freight Rates Act."

Amend the Index of Revenue Accounts by the addition of the following account under Transportation – Railway Line:

Account No. 117, Payments related to National Transportation Act.

By Order of the Board,
(SGD.) C.W. RUMP,
Secretary.

ORDER NO. 124710

THURSDAY, THE 15TH DAY OF
JUNE, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF section 329
of the Railway Act and payments
re "Eastern rates".*

File No. 49305.2

WHEREAS Part V of the National Transportation Act has been proclaimed to come into force and have effect from the 23rd day of March, 1967.

AND WHEREAS Section 92 of the National Transportation Act, which came into effect on the day that the Act was assented to, provides that if Parts II, III and V or any of those Parts come into force before the day that Part I comes into force, a reference in that Part that is so in force to the Canadian Transport Commission shall be deemed, until Part I comes into force, to be a reference to the Board of Transport Commissioners for Canada.

AND WHEREAS subsections (2), (3), (4) and (5) of section 329 of the Railway Act provide for maintenance of existing rates and payments of assistance in respect of the movement of grain and flour for export by railway to Eastern ports from inland points as follows:

Maintaining
existing
effective rates

(2) For the purpose of encouraging the continued use of the Eastern ports for the export of grain and flour,

- (a) rates for grain moving in bulk for export to any Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of November, 1960, to the movement of such grain to Eastern ports; and
- (b) rates on flour moving for export to an Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of September, 1966, to the movement of such flour to Eastern ports.

Determining
rates for
comparison

(3) The Commission shall from time to time determine in respect of

- (a) the movement of grain in bulk for export, and

- (b) the movement of flour for export, by railway to an Eastern port from an inland point a level of rates consistent with section 334 and shall cause such rates to be published in the Canada Gazette.

Payment of
assistance

(4) The Governor in Council may, on the recommendation of the Commission, authorize the Minister of Finance to pay out of the Consolidated Revenue Fund to a railway company under the jurisdiction of Parliament that carries at Eastern rates grain moving in bulk for export to an Eastern port from an inland point, or flour moving for export from an inland point to an Eastern port, when the Eastern rates for such grain or flour, as the case may be, are less than the rates determined and published by the Commission under subsection (3), an amount equal to the difference between

- (a) the total amount received by the company in respect of that year for the carriage of such grain or flour, and
- (b) the total amount that the company would have received in respect of that year had the grain or flour been carried at the rates determined and published by the Commission under subsection (3) instead of at the Eastern rates.

Prevailing
rates

(5) Until such time as the Commission determines and publishes a level of rates under subsection (3),

- (a) the railway proportions of rates for the movement of grain in bulk for export from an inland point to an Eastern port that have been filed by a railway company with the Board of Transport Commissioners for Canada in accordance with paragraph 2 of Order No. 103860 of that Board dated February 23rd, 1961, and that have been approved by that Board shall be deemed to be the rates determined and published by the Commission under subsection (3); and
- (b) the rates applying on the 30th day of September, 1966 for the movement of flour for export from an inland point to an Eastern port shall be deemed to be the rates determined and published by the Commission under subsection (3).

AND WHEREAS Order in Council 1967-964, dated May 17, 1967, prescribes that the Minister of Finance may make payments, including monthly instalment payments, in or in respect of the year 1967, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section

469 of the said Act and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Board of Transport Commissioners for Canada.
2. Payments to Canada Steamship Lines Limited for 1967 shall be in the total amount of \$436,526.
3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$110,000,000 less the sum of \$436,526 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1966 was of the total allocated among such companies in respect of the calendar year 1966 under the so-called \$20 million, \$50 million, \$30 million, the Bridge and the At-and-East Grain Subsidies.
4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Board determines the actual amounts so payable and also from time to time when the Board certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

IT IS HEREBY ORDERED AS FOLLOWS:

Definitions

1. In this Order,

- | | |
|-----------------|--|
| "Eastern port" | (a) "Eastern port" means any of the ports of Halifax, Saint John, West Saint John and Montreal and any of the ports on the St. Lawrence River to the east of Montreal; |
| "Eastern rates" | (b) "Eastern rates" means,
(i) in relation to grain, the freight rates applying on the 30th day of November, 1960, to the movement of grain in bulk for export from any inland point to an Eastern port, and
(ii) in relation to flour, the freight rates applying on the 30th day of September, 1966, to the movement of flour for export from any inland point to an Eastern port; |
| "Inland point" | (c) "inland point" means,
(i) in relation to grain, any of the railway points along Georgian Bay, along Lake Huron or along any waterways directly or indirectly connecting with Lake Huron and not |

being farther east than Prescott, but including Prescott, and

(ii) in relation to flour, any point in Canada east of the 90th degree of west longitude;

"Flour" (d) "flour" means flour milled from grain; and

"Grain" (e) "grain" means the commodities referred to in paragraph 6 of Order No. 121416 of the Board of Transport Commissioners for Canada dated the 18th day of July, 1966, being the same commodities referred to in paragraph 8 of this Order.

2. No claims shall be made under this Order in respect of flour moving for export from an inland point to an Eastern port.
3. The Board hereby certifies that the railway proportions of the rates for grain, moving for export to Eastern ports from inland points that were in effect on November 30, 1960, are as published on 16th Revised Page 69 to Canadian Pacific Railway Tariff E.500-D, C.T.C.(F) No. E.5172 and 58th Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C.(F) No. E.3876 are as shown in column "A" of paragraph 8 hereunder.
4. The Board hereby approves for the purpose of determining payments under section 329, the freight rates for grain published on 41st Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C.(F) No. E.3867 and 18th Revised Page 69 to Canadian Pacific Railway Tariff E.500-D, C.T.C.(F) No. E.5172, the said freight rates being compensatory and as set out in column "B" of paragraph 8 hereunder.
5. The amounts to be claimed for payment in respect of grain shall be based on the difference between the certified rates shown under column "A" of paragraph 8 hereunder and the approved rates set out in column "B" of paragraph 8 hereunder.
6. The said claims for payment apply to all bulk grain as hereinafter described and forwarded for export after January 1, 1967 under existing "At and East" export freight rates.
7. The railways shall file with the Board as soon as possible after the end of each calendar month, a statement in quadruplicate, certified by its Accounting Department, of the revenues alleged due in such detail as the Board may from time to time require.
8. (1) Tolls under Section 4 of Canadian Pacific Railway Company Tariff No. E.500-D, C.T.C.(F) No. E.5172, expressed in cents per 100 lbs.

(a) From Goderich, Midland, Owen Sound, Port Colborne, Port McNicoll, Toronto and Walkerville, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Montreal, Que.	Wheat	20.32	23.50
	Oats	20.15	23.50
	Rye - Corn	20.26	23.50
	Soya Beans	20.34	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Trois Rivieres, Que.	Wheat - Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye - Corn	21.06	25.00
	Buckwheat - Barley	24.99	29.00
Quebec, Que.	Wheat	20.62	26.50
	Oats	20.52	26.50
	Rye - Corn	20.57	26.50
	Soya Beans	20.63	26.50
	Buckwheat	24.47	30.50
	Barley	24.51	30.50
West Saint John, N.B.	Wheat - Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye - Corn	23.29	33.00
	Buckwheat - Barley	27.59	37.00

(b) From Prescott, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat - Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye - Corn	21.79	28.00
	Buckwheat - Barley	26.09	32.00

(c) From Montreal, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	21.98	25.00
	Oats	24.34	25.00
	Rye - Corn	22.15	25.00
	Soya Beans	22.00	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

(d) From Trois Rivières, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	22.75	25.00
	Oats	25.27	25.00
	Rye - Corn	22.95	25.00
	Soya Beans	22.75	25.00
	Buckwheat - Barley	27.44	29.00

(e) From Quebec, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	22.28	25.00
	Oats	24.70	25.00
	Rye - Corn	22.46	25.00
	Soya Beans	22.29	25.00
	Buckwheat	26.92	29.00
	Barley	26.96	29.00

(2) Tolls under Section 4 of Canadian National Railways' Tariff No. C.G. 130-2, C.T.C.(F) No. E.3867, expressed in cents per 100 lbs.

(a) From Collingwood, Goderich, Midland, Owen Sound, Port Colborne, Sarnia, Tiffin, Toronto and Walkerville, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Montreal, Que.	Wheat - Soya Beans	20.27	23.50
	Oats	20.15	23.50
	Rye - Corn	20.26	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Sorel, Que.	Wheat - Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye - Corn	21.06	25.00
	Buckwheat - Barley	24.99	29.00
Quebec, Que.	Wheat - Soya Beans	20.59	26.50
	Oats	20.52	25.50
	Rye - Corn	20.57	26.50
	Buckwheat	24.47	30.50
	Barley	24.51	30.50

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye — Corn	23.29	33.00
	Buckwheat — Barley	27.59	37.00

(b) From Kingston, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.17	31.00
	Oats	24.85	31.00
	Rye — Corn	23.29	31.00
	Buckwheat — Barley	27.49	35.00

(c) From Prescott, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye — Corn	21.79	28.00
	Buckwheat — Barley	26.09	32.00

(d) From Montreal, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.55	25.00
	Oats	24.34	25.00
	Rye — Corn	22.15	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

(e) From Sorel, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.50	25.00
	Oats	22.78	25.00
	Rye — Corn	22.77	25.00
	Buckwheat — Barley	27.44	29.00

(f) From Quebec, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.45	25.00
	Oats	24.97	25.00
	Rye — Corn	22.65	25.00
	Buckwheat — Barley	27.14	29.00

9. Order No. 121416, dated July 18, 1966, is hereby rescinded.

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124826

THURSDAY, THE 29TH DAY OF
JUNE, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF amendments
to Canadian National Railways'
Tariff C.T.C. (F) No. E. 3867 and
Canadian Pacific Railway Company's
C.T.C. No. E. 5172, filed to become
effective January 2, 1961, applying
on bulk grain, carloads, for export;*

*AND IN THE MATTER OF Orders
of the Board -*

*No. 103860, dated February 23, 1961;
No. 104138, dated March 30, 1961;
No. 104942, dated July 3, 1961;
No. 106616, dated December 21, 1961;
No. 108242, dated June 28, 1962;
No. 109970, dated December 27, 1962;
No. 111531, dated June 20, 1963;
No. 112879, dated December 20, 1963;
No. 114659, dated June 9, 1964;
No. 116361, dated December 24, 1964;
No. 117848, dated June 25, 1965;
No. 119390, dated December 21, 1965;
No. 121239, dated June 29, 1966, and
No. 123051, dated December 30, 1966:*

File No. 17112.49

WHEREAS Part V of the National Transportation Act was proclaimed, effective March 23, 1967,

AND WHEREAS Section 50, Part V of the National Transportation Act amends Section 329 of the Railway Act,

AND WHEREAS Section 329 of the Railway Act, as amended, provides in subsection (2) (a) thereof as follows:

“rates for grain moving in bulk for export to any Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of November, 1960, to the movement of such grain to Eastern ports”

IT IS HEREBY ORDERED AS FOLLOWS:

1. Order 123051, dated December 30, 1966, is hereby rescinded.
2. The railways shall maintain existing effective rates applying on bulk grain, carloads, for export, at the level of rates applying on the 30th day of November, 1960, as required by Section 329(2) (a) of the Railway Act.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124608

TUESDAY, THE 6TH DAY OF
JUNE, A.D. 1967

W.R. IRWIN,
Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, under section 353 of the Railway Act, for authority to publish rates of 46 cents per 100 pounds, carload minimum weight 24,000 pounds, and 38 cents per 100 pounds, carload minimum weight 30,000 pounds, on Yarn, Synthetic Fibre, other than cellulose base, in bags, bales or boxes, or on wrapped beans in crates, or resting on shipping stand, from Kingston, Ontario, to Cornwall, Ontario, subject to a released valuation not exceeding \$1.00 per pound:

File No. 40615.7.

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish rates of 46 cents per 100 pounds, carload minimum weight 24,000 pounds, and 38 cents per 100 pounds, carload minimum weight 30,000 pounds, on Yarn, Synthetic Fibre, other than cellulose base, in bags, bales or boxes, or on wrapped beans in crates, or resting on shipping stand, from Kingston, Ontario, to Cornwall, Ontario, subject to a released valuation not exceeding \$1.00 per pound.

(SGD) W.R. IRWIN,
Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124612

WEDNESDAY, THE 7TH DAY OF
JUNE, A.D. 1967

W.R. IRWIN,
Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF changes in
rate grouping of certain telephone
exchanges of the British Columbia
Telephone Company:*

File No. 46638.2.

UPON consideration of the report filed herein, copies thereof having been delivered in accordance with General Order No. T-41, and no representations having been made by the parties to whom the said copies were so delivered; and it having been established to the Board's satisfaction that the telephone exchange covered by such report has attained a size which warrants its transfer to the next higher Rate Group, and that no justification exists to maintain it in its present Rate Group —

IT IS HEREBY ORDERED AS FOLLOWS:

Effective on not less than thirty days' notice by appropriate tariff amendments, the British Columbia Telephone Company shall transfer its Campbell River Exchange from Exchange Rate Group 4, to which it was assigned to Exchange Rate Group 5, to which it is now assigned.

(SGD) W.R. IRWIN,
Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124653

THURSDAY, THE 8TH DAY OF
JUNE, A.D. 1967

W.R. IRWIN,
Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways under section 353 of the Railway Act, for authority to publish rate of \$9.87 per ton of 2,000 pounds, not subject to Canadian Freight Association Tariffs of Increased Rates and Charges Nos. 84-A and 85, Agent G.H. Mitchell's C.T.C. (F) No. 668 and C.T.C. (F) No. 743, respectively, on Lead, Silver and Zinc Concentrates, carload minimum weight 140,000 pounds, not subject to Rule 24 of Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, from Houston, British Columbia, to New Westminster, British Columbia, subject to a declared valuation not exceeding \$70.00 per ton of 2,000 pounds:

File No. 40615.8.

UPON reading the submissions filed –

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish a rate of \$9.87 per ton of 2,000 pounds, not subject to Canadian Freight Association Tariffs of Increased Rates and Changes Nos. 84-A and 85, Agent G.H. Mitchell's C.T.C. (F) No. 668 and C.T.C. (F) No. 743, respectively, on Lead, Silver and Zinc Concentrates, carload minimum weight 140,000 pounds, not subject to Rule 24 of Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, from Houston, British Columbia, to New Westminster, British Columbia, referenced "Proportional rate; applicable only on shipments destined to the States of Idaho and Montana", such rate to be subject to a declared valuation not exceeding \$70.00 per ton of 2,000 pounds.

(SGD) W.R. IRWIN,
Commissioner,

The Board of Transport Commissioners for Canada.

57 B.T.C.

ORDER NO. 124689

TUESDAY, THE 13TH DAY OF
JUNE, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canadian National Rail-
ways, under section 353 of the
Railway Act, for authority to publish
specified rates per ton of 2,000
pounds on Lead Concentrates, car-
loads, minimum weight 90% of
marked capacity of car but not less
than 140,000 pounds, from mileage
60.6 Peace River Subdivision (2.8
miles west of Roma), Alberta, to
International, Utah, subject to
released valuations prescribed, such
rates to be flagged "Proportional
rates, applicable only on shipments
originating at Pine Point, Northwest
Territories":*

File No. 40615.9.

UPON reading the submissions filed –
IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish the following rates per ton of 2,000 pounds on Lead Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision (2.8 miles west of Roma), Alberta, to International, Utah, subject to the released valuations shown, such rates to be flagged "Proportional rates, applicable only on shipments originating at Pine Point, North-west Territories".

When valuation per ton of 2,000 pounds does not exceed	Rate per ton of 2,000 pounds
\$ 70.00	\$ 19.22
80.00	20.11
90.00	20.87

When valuation per ton
of 2,000 pounds does
not exceed

Rate per ton of
2,000 pounds

\$ 100.00	\$ 21.64
110.00	22.53
120.00	23.29
130.00	24.05
140.00	24.95
150.00	26.47
200.00	32.07

(Not subject to Tariff of Increased Rates and Charges X-223-A, C.T.C. (F) 711.)

(SGD) ROD KERR,
Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124715

THURSDAY, THE 15TH DAY OF
JUNE, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.

A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company as lessee exercising the franchises of Dominion Atlantic Railway Company, hereinafter called the "Applicant Company", for an Order -

- a) under the provisions of section 251 of the Railway Act to permanently convert its swing bridge over the Sissiboo River, near Weymouth, in the Province of Nova Scotia, mileage 41.64 Yarmouth Subdivision, into a fixed span, as shown on Plan No. B-1-2751, dated March 12, 1962, on file with the Board under file No. 24679; and*
- b) exempting it from the application of the provisions of General Order E-15:*

File No. 24679.

UPON reading Order in Council No. P.C. 1967-367, dated February 24, 1967; and the submissions filed -

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant Company is authorized to permanently convert its swing bridge over the Sissiboo River, near Weymouth, in the Province of Nova Scotia, mileage 41.64 Yarmouth Subdivision, into a fixed span, as shown on the said plan on file with the Board under file No. 24679.

2. The Applicant Company is exempted from the application of the provisions of General Order E-15 pertaining to navigation lights on the said bridge.

(SGD) ROD KERR,
Chief Commissioner,

The Board of Transport Commissioners for Canada.

ORDER NO. 124717

THURSDAY, THE 15TH DAY OF
JUNE, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.

A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company as lessee exercising the franchises of Dominion Atlantic Railway Company, hereinafter called the "Applicant Company", for an Order, under section 251 of the Railway Act,

- a) authorizing it to permanently convert its swing bridge over the Bear River, in the Province of Nova Scotia, mileage 12.86 Yarmouth Subdivision into a fixed span, as shown on Plan B-1-2739, dated March 12, 1962, on file with the Board under file No. 17851; and*
- b) exempting it from the application of the provisions of General Order E-15;*

File No. 17851

UPON reading Order in Council P.C. 1967-366, dated February 24, 1967; and the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant Company is authorized to permanently convert its swing bridge over the Bear River, in the Province of Nova Scotia, mileage 12.86 Yarmouth Subdivision into a fixed span, as shown on the said plan on file with the Board under file No. 17851.

2. The Applicant Company is exempted from the application of the provisions of General Order E-15 pertaining to navigation lights on the said bridge.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, MAY, 1967.

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	292	9	319
Level Crossing Accidents	28	14	31
	<u>320</u>	<u>23</u>	<u>350</u>

	<u>Killed</u>	<u>Injured</u>
Passengers.....	—	73
Employees.....	4	230
Others.....	19	47
	<u>23</u>	<u>350</u>

Of the 28 accidents at Highway Crossings, 18 occurred where standard railway crossing signs are located, 10 where additional forms of protection are in use, 24 after Sunrise and 4 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

(*Denotes Order printed in full)

- 124456 May 17 – Authorizing the Quebec Department of Roads to widen South Range Road where it crosses the C.N.R., in the Municipality of St-Tite, County of Champlain, P.Q. mileage 6.06 Linton Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- *124457 May 18 – Amending Orders Nos. 123419 and 123641 which authorized the C.N.R. and the Ontario Northland Railway to construct and operate tank ore hopper cars without running boards and end ladders. (See page 352, 57 B.T.C.)
- 124458 May 18 – Authorizing the Interprovincial Pipe Line Company to construct a 34-inch oil pipe line across and under the right of way and track of the C.P.R. in the SW¼-5-18-19-W2M, Sask.
- *124459 May 18 – Authorizing the Canadian National Telecommunications to transfer certain telephone exchanges from one exchange rate group to another group. (See page 353, 57 B.T.C.)
- 124460 May 18 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canada Packers Limited at Elmira, Ont. near mileage 47.5 Goderich Subd. C.P.R.
- 124461 May 18 – Authorizing the Interprovincial Pipe Line Company to construct a 20-inch oil pipe line to cross under the right of way and track of The Lake Erie & Northern Railway Company, in Lot 1, Subd. "E" of Grand River, Concession 7, Township of North Dumfries, County of Waterloo, Ont. and to cross under the right of way and track of the C.P.R. in Lot 6, Concession 6, Township of East Flamborough, County of Wentworth, Ont.
- 124462 May 18 – Amending Order No. 119277 which authorized the installation of automatic protection at the crossing of the C.N.R. and Provincial Road No. 580, in Gilbert Plains, Man. mileage 19.92 Togo Subd.
- 124463 May 18 – Amending Order No. 120590 which authorized changes to C.P.R. signals on the White River and Heron Bay Subdivisions, at White River, Ont. and imposing a speed restriction of 20 mph on all rail movements between mile 129.5 White River Subd., and mile 0.5 Heron Bay Subd.
- 124464 May 18 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 99364, 105500, 110756 and 118033.

- 124465 May 18 – Authorizing the Quebec Department of Roads to reconstruct Rolland Street where it crosses the C.P.R. in the Municipality of the Parish of St-Joseph-de-Mont-Rolland, County of Terrebonne, P.Q. mileage 29.17 Ste-Agathe Subd. and authorizing the C.P.R. to install automatic protection at the said reconstructed crossing.
- 124466 May 18 – Authorizing the C.N.R. to construct an extension of their Main Lead No. 1 across or along certain unopened streets and avenues, in the City of Calgary, Alta.
- 124467 May 18 – Authorizing the Saskatchewan Department of Municipal Affairs to construct a municipal road across the right of way and track of the C.P.R. in the NW $\frac{1}{4}$ -16-55-12-W3M, in the Local Improvement District of Big River No. 974, Sask. mileage 46.5 Meadow Lake Subd.
- 124468 May 18 – Amending Order No. 118789 which authorized the installation of automatic protection at the crossing of the C.N.R. and Humphrey Mills Road, City of Moncton, N.B. mileage 122.76 Springhill Subd.
- 124469 May 18 – Amending Order No. 119098 which authorized the installation of automatic protection at the crossing of the C.N.R. and Back Road, in Colchester County, N.S. mileage 2.15 Hopewell Subd.
- 124470 May 18 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124471 May 18 – Approving tolls in Supplement No. 4 as amended by Supplement No. 5 to tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 116948.
- 124472 May 18 – Rescinding authority of Orders Nos. 103063 and 116504 which authorized the C.N.R. to install a temporary hand operated switch at mileage 11.64 Beachburg Subd. and a switch without an electric lock in their main track at mileage 11.66 Beachburg Subd. Ont.
- 124473 May 19 – Approving changes in the automatic protection at Bogleman's Crossing and the C.N.R. in the Town of Truro, N.S. mileage 62.73 Bedford Subd.
- 124474 May 19 – Authorizing the Quebec Department of Roads to widen St-Hippolyte Road where it crosses the C.P.R. in the Village of Shawbridge, P.Q. mileage 21.97 Ste-Agathe Subd. and authorizing the C.P.R. to install automatic protection at the said widened crossing.

- 124475 May 19 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and County Road No. 3 at mileage 91.26 Winchester Subd. Ont. on the Township of Mountain and the C.P.R.
- *124476 May 19 – Authorizing the City of Cote St-Luc, and the City of Montreal, P.Q. to construct a subway to carry Cote St-Luc Road across and under the right of way and tracks of the C.P.R. between the City of Cote St-Luc and the City of Montreal, P.Q. mileage 44.98 Adirondack Subd. eliminating the existing crossing, at grade, authorizing the City of Cote St-Luc, P.Q. to construct a temporary crossing by diverting Cote St-Luc Road and authorizing the railway to construct a temporary track diversion and to install protection at the temporary crossing at mileage 44.83 Adirondack Subd. (See page 334, 57 B.T.C.)
- 124477 May 19 – Allocating the cost of constructing a subway at the existing crossing of Westminster Avenue and the C.P.R. in the City of Cote St-Luc, P.Q. mileage 0.85 St-Luc Branch.
- 124478 May 19 – Allocating the cost of removing or relocating the facilities respectively of The Bell Telephone Company of Canada, Lakeland Natural Gas Limited and the Cobourg Public Utilities Commission required to construct a subway to carry William Street across and under the tracks of the C.N.R. at mileage 264.67 Kingston Subd. and reconstruct and improve the subway which carries William Street across and under the track of the C.P.R. at mileage 135.53 Belleville Subd. all in the Town of Cobourg, County of Northumberland, Ont.
- 124479 May 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Princetown Road, at Bradalbane, P.E.I. mileage 27.95 Kensington Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 51.31 Tignish Subd. P.E.I.
- 124480 May 19 – Authorizing the Ontario Department of Highways to widen Highway No. 805 where it crosses the C.N.R. in the Township of Dana, District of Nipissing, Ont. mileage 108.67 Alderdale Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124481 May 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Bell Road, at Matsqui, B.C. mileage 87.2 Yale Subd.

- 124482 May 19 – Authorizing the Quebec Department of Roads to widen Montee Lessard where it crosses the Napierville Junction Railway Company, at Notre-Dame-du-Mont Carmel, P.Q. mileage 7.76 Delson Subd.
- 124483 May 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and MacKay Road, at MacKay Siding, N.S. mileage 49.25 Bedford Subd.
- 124484 May 19 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Fulton Avenue, at Nashwaaksis, N.B. mileage 56.78 Gibson Subd.
- 124485 May 19 – Authorizing the C.P.R. to install automatic protection at the crossing of First Avenue South and its Brewery Spur Tracks, which junction with the Crowsnest Subd. at mileage 0.5, City of Lethbridge, Alta.
- 124486 May 19 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 4, at Lucan, Ont. mileage 14.89 Forest Subd.
- 124487 May 19 – Authorizing the C.N.R. to construct the temporary diversion of their Gladstone Subd. across the highway between Sections 4 and 5, in Township 12, Range 7, West Principal Meridian, mileage 3.60, the highway between Sections 7 and 8, in Township 12, Range 7, West Principal Meridian, mileage 4.64 and the unopened road allowance between Sections 5 and 8, Township 12, Range 7, West Principal Meridian, mileage 3.93, all in Manitoba.
- 124488 May 19 – Revoking the authority of Order No. 119763 which authorized the widening of the Municipal Road where it crosses the C.P.R. between the NW¼ of Section 3 and the NE¼-4-23-28-W4M, M.D. of Rocky View No. 44, Alta., mileage 162.13 Brooks Subd.
- 124489 May 19 – Authorizing the C.P.R. to construct and maintain a siding track across the highway at mileage 74.25 Shuswap Subd. B.C.
- 124490 May 19 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Orleans Street, City of Montreal, P.Q. mileage 9.58 Longue Pointe Subd.
- 124491 May 19 – Allocating a cost from the Railway Grade Crossing Fund for the placing of reflective markings on the sides of railway cars of the Canadian General Transit Company Limited.

- *124492 May 19 – Authorizing the British Yukon Railway (White Pass & Yukon Route) to publish certain rates per ton on Asbestos Ore Fibre, Crude, Sacked, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C., to publish certain rates per ton on Ore and Concentrates, Zinc, in Carrier approved ore and concentrate containers, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C. and to publish a rate per ton on Ore and Concentrates, Not Otherwise Specified, in Carrier approved ore and concentrate containers, carload minimum weight 30,000 pounds, from Whitehorse, Yukon Territory, to North Vancouver, B.C., all on condition of the shipper completing a specific release form. (See page 354, 57 B.T.C.)
- 124493 May 23 – Authorizing the Manitoba Hydro to construct a power transmission line across the C.N.R. between Sections 14 and 15, Twp. 11, Range 4, Man. mileage 38.00 Rivers Subd.
- 124494 May 23 – Authorizing the C.P.R. to relocate the crossing of its railway and the highway at mileage 38.63 Shuswap Subd. to mileage 38.72 Shuswap Subd., B.C. and authorizing the Railway to close within the limits of its right of way the existing crossing when the new crossing is opened for the use of the public.
- 124495 May 23 – Authorizing the Nova Scotia Department of Highways to widen Old Highway No. 4 where it crosses the C.N.R. at Tracadie, N.S. mileage 103.50 Hopewell Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124496 May 23 – Authorizing the C.P.R. to open for the carriage of traffic the diversion of its track between mileage 75.51 and 76.18 Shogomoc Subd. N.B. and limiting the speed to ten miles per hour over the said track.
- 124497 May 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and First Avenue, Town of Unity, Sask. mileage 58.36 Wainwright Subd. and mileage 0.05 Bodo Subd.
- 124498 May 23 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 4 at Tracadie, N.S. mileage 103.15 Hopewell Subd.
- 124499 May 23 – Approving the changes in the automatic protection at the crossing of the C.N.R. and County Road No. 13, west of Merivale, Ont. mileage 5.10 Smiths Falls Subd.

- 124500 May 23 – Amending Order No. 122557 which authorized the installation of reflectorized crossing signs at the crossing of the C.N.R. and the highway at mileage 89.70 Fort Frances Subd., Ont.
- 124501 May 23 – Amending Order No. 117049 which authorized the Township of Warwick to make improvements to Townline Road where it crosses the C.N.R. between Concession 5, Lot 30, County of Lambton, and Concession 5, Lot 1, Township of Adelaide, County of Middlesex, Ont. mileage 28.45 Strathroy Subd.
- 124502 May 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and De La Salle Avenue, City of Montreal, P.Q. mileage 9.31 Longue Pointe Subd.
- 124503 May 23 – Approving the location of the proposed Ammonium Nitrate storage facility of Swan Valley Consumer Co-operative Limited at Swan River, Man. near mileage 0.00 Erwood Subd. C.N.R.
- 124504 May 23 – Revoking authority of Orders Nos. 96609 and 121028 and approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Winkler, Man. near mileage 72.1 La Riviere Subd., C.P.R.
- 124505 May 23 – Amending Order No. 119426 which authorized the installation of automatic protection at the crossing of the Canadian National Railway and York Street, City of Fredericton, N.B. mileage 69.94 Centreville Subd.
- 124506 May 23 – Extending the time in which the Toronto, Hamilton & Buffalo Railway Company is required to remove the existing protection and install two flashing light signals and one bell in lieu thereof at the crossing of its railway and Papple's Road, Township of Brantford, County of Brant, Ont. mileage 58.03 Waterford Subd.
- 124507 May 24 – Authorizing the Ontario Department of Highways to widen Highway No. 23 where it crosses the C.N.R. at Atwood, Ont. mileage 5.89 Kincardine Subd. and authorizing the Railway to relocate and redesign the automatic protection at the said crossing.
- *124508 May 24 – Granting licence to the C.P.R. to operate a ship to transport goods from Port McNicoll to Fort William, Ont., only. (See page 356, 57 B.T.C.)
- 124509 May 24 – Authorizing the C.P.R. to make changes to the interlocking at the crossing of its railway at Whittier Junction, near City of Winnipeg, Man. mileage 124.5 Keewatin Subd.

- 124510 May 24 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Parker Sideroad, west of Strathroy, Ont. mileage 22.7 Strathroy Subd.
- 124511 May 24 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and King Street, at Cranbrook, B.C. mileage 99.05 Cranbrook Subd.
- 124512 May 24 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. in the Township of Rama, Ont. mileage 96.52 Newmarket Subd.
- 124513 May 24 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and North-West Bay Road, near Bryn, B.C. mileage 88.60 Victoria Subd.
- 124514 May 24 – Imposing a speed restriction of 5 miles per hour on all rail movements over the crossing of the C.N.R. and the highway 4.03 miles south of Barrie, Ont. mileage 79.17 Beeton Subd. Northern Ont. Area.
- 124515 May 24 – Revoking authority of Order No. 103627 which approved the proposed location of liquefied petroleum gas bulk storage facilities of Prairie Gas Limited near the C.P.R. at Wynyard, Sask.
- 124516 May 24 – Approving the location of the proposed garage, office building, flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Wabowden, Man. near mileage 136.40 Wekusko Subd.
- 124517 May 25 – Authorizing the Quebec Department of Roads to construct a connecting road between Marshall and Michel Jasmin Streets across the C.P.R. serving Mount Royal Paving and Supplies Limited, City of Dorval, Ile-de-Montreal, P.Q. mileage 0.03 of the said siding with headblock at mileage 4.59 Winchester Subd. and requiring that all train movements over the said crossing be flagged by a member of the train crew.
- 124518 May 25 – Authorizing the Township of Lancaster to reconstruct the Township Road where it crosses the C.N.R. in Lot 1, Concession 1, County of Glengarry, Ont. mileage 45.29 Kingston Subd.
- 124519 May 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 524C, near Wildwood, Alta. mileage 77.06 Edson Subd.

- 124520 May 25 – Amending Order No. 115744 which authorized the Ontario Department of Highways to reconstruct and improve the sub-way carrying Highway No. 10 across and under the C.P.R. between Lots 15 and 16, in Concession 1 N.D.S., Township of Toronto, County of Peel, Ont.
- 124521 May 25 – Approving the location of the proposed additional 12' x 16' office building, flammable liquid bulk storage and transfer facilities of Texaco Canada Limited, at Carman, Man. near mileage 43.6 Carman Subd.
- 124522 May 25 – Authorizing the Town of Georgetown Ont. to reconstruct the existing overhead bridge carrying Mountainview Road across the C.N.R. mileage 23.11 Halton Subd.
- 124523 May 26 – Authorizing the C.N.R. to close, within the limits of their right of way, the public crossing located between the SE $\frac{1}{4}$ -24-26-23-W3M and the SW $\frac{1}{4}$ -19-26-23-W3M, R.M. of Newcombe No. 260, Sask. mileage 2.01 Mantario Subd. and to construct a farm crossing at the same location.
- 124524 May 26 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Marcil Road, at Aubrey, P.Q. mileage 18.59 Valleyfield Subd.
- 124525 May 26 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. at Johnville, County of Compton, P.Q. mileage 58.41 Megantic Subd.
- 124526 May 26 – Authorizing the removal of the speed limitation at the crossing of the N.Y.C. and Provincial Highway No. 3 at Maidstone, Ont. mileage 214.79 Main Line Subd.
- 124527 May 26 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., Village of Turgeon, N.B. mileage 131.35 Newcastle Subd.
- 124528 May 26 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at Limehouse, Ont. mileage 33.54 Guelph Subd.
- 124529 May 26 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Union Street, in the Township of Sydenham, Ont. mileage 68.78 Owen Sound Subd.
- 124530 May 26 – Authorizing the City of St. Thomas Ont. to construct the highway across the C.N.R. mileage 16.93 Talbot Subd. and authorizing the C.N.R. to install automatic protection at the said crossing.

- 124531 May 26 – Amending Order No. 124048 which authorized the opening for the carriage of traffic the C.P.R. Lake Ingebright Branch Line commencing at a point in the NE¼-26-17-26-W3M near Fox Valley, Sask. mileage 70.25 Burstall Subd. and ending at a point in Section 25, Twp. 16, Range 25, W3M.
- 124532 May 26 – Authorizing the C.N.R. to make changes to their signal system between mileages 183.4 and 186.0 Rivers Subd., Man. and exempting the Railways from the application of Section 53(1) of General Order No. E-14 at the main track switches at mileages 184.0 and 184.8 provided no engine or train shall clear the main track at the said switches.
- 124533 May 26 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and District Highway No. 544Y, at Wolf Creek, Alta. mileage 120.74 Edson Subd.
- 124534 May 26 – Authorizing the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and Victoria Avenue, City of Fort William, Ont. mileage 4.02 Kashabowie Subd. and authorizing the City to connect and synchronize the traffic signals at the intersection of Victoria Avenue and Waterloo Street with the protection hereby authorized.
- 124535 May 26 – Revoking the authority of Orders Nos. 79091 and 86548 and approving the location of the proposed flammable liquid bulk storage and transfer facilities of Texaco Canada Limited, at Prince Albert, Sask. C.N.R. near mileage 160.7 Tisdale Subd.
- 124536 May 29 – Authorizing the Corporation of the City of Penticton, B.C. to widen Vancouver Avenue where it crosses the C.P.R. mileage 131.95 Carmi Subd. and authorizing the Railway to install automatic protection at the said widened crossing.
- 124537 May 29 – Authorizing the Metropolitan Corporation of Greater Winnipeg to connect and synchronize the traffic signals at the intersection of McGillivray Boulevard and the Pembina Highway with the protection at the crossing of the C.N.R. and McGillivray Boulevard, Garry, Man. mileage 0.89 Letellier Subd.
- 124538 May 29 – Authorizing the R.M. of Fort Garry, Man. to reconstruct and widen Waller Avenue where it crosses the C.N.R. mileage 1.07 Letellier Subd. and authorizing the Railways to install automatic protection at the said widened crossing, and to relocate the existing reflectorized crossing signs from the crossing to another crossing of their railway and the highway at mileage 59.82 Miami Subd. Man.

- 124539 May 29 – Authorizing the Quebec Department of Roads to widen St-Louis Road (Maddington Falls Road) where it crosses the C.N.R. in the Municipality of the Township of Maddington, P.Q. mileage 66.58 Drummondville Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124540 May 29 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the Laprairie-Hemmingford Road, at Barrington, P.Q. mileage 11.38 Valleyfield Subd.
- 124541 May 29 – Authorizing the Saskatchewan Department of Highways & Transportation to construct Highway No. 14 across the C.P.R. in the NE $\frac{1}{4}$ -21-33-22-W2M, near Lanigan, Sask. mileage 0.72 Prince Albert Subd.
- 124542 May 29 – Authorizing the C.P.R. to open for the carriage of traffic its industrial spur track which commences at mileage 63.18 Shogomoc Subd. N.B.
- 124543 May 29 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying the Ottawa River Parkway across and over its railway, City of Ottawa, Ont. mileage 91.25 Montreal & Ottawa Subd.
- 124544 May 29 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Beechwood Road, City of Niagara Falls, Ont. mileage 5.45 Welland Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing of their railway and the highway at mileage 31.17 Cayuga Subd., Ont.
- 124545 May 26 – Authorizing the Toronto, Hamilton & Buffalo Railway Company to install automatic protection at the crossing of Strathearne Avenue and its railway at mileage 0.98 and the C.N.R. at mileage 0.89 Industrial Spur, City of Hamilton, Ont.
- 124546 May 30 – Authorizing the Quebec Department of Roads to reconstruct, improve and relocate the overhead bridge carrying Foulon Road (formerly Champlain Boulevard) across and over the C.P.R. City of Sillery, P.Q. mileage 1.47 Wolfe's Cove Branch, and approving and authorizing the overhead clearances provided signs indicating less than standard overhead clearances are erected.
- 124547 May 30 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying the eastbound lanes of Highway No. 1 across and over its right of way and track in the NE $\frac{1}{4}$ -36-16-24-W2M, Sask. mileage 119.11 Indian Head Subd.

- 124548 May 30 – Authorizing the C.P.R. to remove the caretaker and station building at Eastray, P.Q.
- 124549 May 31 – Authorizing the C.P.R. to remove the siding serving the T. Eaton Company of Canada Limited, which crosses Saskatchewan Avenue, City of St. James, Man.
- 124550 May 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and the highway (Gauthier's Crossing) at mileage 82.77 Cascapedia Subd., P.Q.
- 124551 May 31 – Amending Order No. 118948 which authorized the Quebec Department of Roads to construct a dual overhead bridge to carry Henry IV Boulevard across and over the C.P.R. Town of Les Saules, P.Q., mileage 154.24 Quebec Subd.
- 124552 May 31 – Authorizing the removal of the speed limitation at the crossing of Main Street and the C.P.R. at Cookshire, P.Q. mileage 47.42 Megantic Subd.
- 124553 May 31 – Authorizing the C.N.R. to construct a bridge across the diverted Butnau River at mileage 320.4 Thicket Subd. Man. and to construct a temporary diversion of their track.
- 124554 May 31 – Approving the changes in the automatic protection at the crossing of the C.P.R. and Parkdale Avenue, City of Ottawa, Ont. mileage 0.40 Carleton Place Subd.
- 124555 May 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 17th Avenue S.E., City of Calgary, Alta., mileage 123.06 Three Hills Subd.
- 124556 May 31 – Revoking the authority of Order No. 94816 and approving the location of the flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Carmel, Sask. near mileage 10.39 Aberdeen Subd. C.N.R.
- 124557 May 31 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Agincourt, Ont. near mileage 198.6 Belleville Subd. C.P.R.
- 124558 May 31 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Bolton, Ont. near mileage 21.6 MacTier Subd. C.P.R.
- 124559 May 31 – Authorizing the C.P.R. to operate its engines, cars and trains over the pedestrian subway at Marathon, District of Thunder Bay, Ont. mileage 62.49 Heron Bay Subd.
- 124560 May 31 – Approving and authorizing the less than standard side clearance on the track leading to turntable adjacent to the Sudbury

enginehouse, City of Sudbury, Ont. mileage 0.0 Webbwood Subd. provided proper signs are erected. C.P.R.

- 124561 May 31 – Approving and authorizing the less than standard overhead and side clearances on the siding serving the plant of the Industrial Cab Company Limited which commences at mileage 0.60 Shogomoc Subd. Town of McAdam, County of York, N.B. provided proper signs are erected. C.P.R.
- 124562 May 31 – Authorizing the C.N.R. to construct two additional tracks across Cobbledick Road, between Lots 32 and 33, Township of Clarke, County of Durham, Ont. mileage 287.26 Kingston Subd. and to improve the sight lines at the said crossing.
- 124563 May 31 – Authorizing the C.P.R. to operate its engines, cars and trains on its bridge over Harmony Creek, Township of East Whitby, County of Ontario, Ont. mileage 172.32 Belleville Subd.
- 124564 May 31 – Approving the changes in the automatic protection at the crossings of the C.N.R. and Kaulback Street, Town of Truro, N.S. mileages 63.17 and 63.33 Bedford Subd.
- 124565 June 1 – Authorizing the Township of Darlington to reconstruct and improve the overhead bridge carrying Waverly Road across and over the tracks of the C.N.R. between Lots 13 and 14, Broken Front Concession, County of Durham, Ont. mileage 291.50 Kingston Subd. and authorizing the Railways to install automatic protection at the crossing of their railway and Martins Road, mileage 291.80 Kingston Subd. during the period of reconstruction.
- 124566 June 1 – Authorizing the Ontario Department of Highways to reconstruct Highway No. 69 where it crosses the C.N.R. in Lot 23, Concession 4, Town of Gravenhurst, Township of Muskoka, District of Muskoka, Ont. mileage 0.85 Muskoka Wharf Branch which commences at mileage 111.33 Newmarket Subd. and requiring all train movements over the crossing be flagged by a member of the train crew.
- 124567 June 1 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., R.M. of Dauphin, Man. mileage 13.36 Cowan Subd.
- 124568 June 1 – Authorizing the City of Nelson, B.C. to construct an overhead bridge to carry Ward Street across and over the C.P.R. mileage 137.33 Nelson Subd. and authorizing the C.P.R. to close, within the limits of its right of way, the existing crossings at Hall Street, mileage 137.17 Nelson Subd. and Josephine Street, mileage 137.25 Nelson Subd.

- 124569 June 2 – Approving the tolls to tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- 124570 June 2 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of Jefferson Boulevard and the C.P.R. in the Township of Sandwich East, Ont. mileage 105.87 Windsor Subd. on the Township of Sandwich South.
- 124571 June 2 – Dismissing the application of the C.N.R. for authority to remove the station agent at Spaniard's Bay, Nfld.
- 124572 June 2 – Revoking the authority of Order No. 123684 and authorizing the C.P.R. to construct an extension of its industrial track at grade across Ormont Drive, Borough of North York, County of York, Ont. commencing at chainage 57 + 11.25 of the industrial track which commences at mileage 8.57 MacTier Subd. and a siding at grade across Ormont Drive, to serve Hogg Dawe's Laboratories Limited, commencing at chainage 56 + 68 of the said industrial track.
- 124573 June 2 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 116.57 Keewatin Subd. Man. to another crossing at mileage 42.65 Emerson Subd. Man.
- 124574 June 2 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 279.66 Rivers Subd., Sask. to another crossing at mileage 2.99 Ste. Rose Subd. Man.
- 124575 June 2 – Authorizing the C.N.R., during the year 1967, to erect and mark signboards with reflective material at certain crossings of their railway in Canada.
- 124576 June 2 – Approving the changes in the automatic protection at the crossing of the C.P.R. and 22nd Street, City of Saskatoon, Sask., mileage 0.38 Wilkie Subd.
- 124577 June 2 – Authorizing the C.N.R. to remove the station agent at Eriksdale, Man. mileage 86.2 Oak Point Subd.
- 124578 June 2 – Authorizing the City of North Bay, Ont. to construct an overhead bridge to carry Main Street across and over the C.P.R. mileage 116.54 North Bay Subd. which will eliminate the existing level crossing at mileage 116.66 and authorizing the Railway to close the existing crossing and remove the automatic protection therefrom.
- 124579 June 2 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 40 across the C.P.R.,

between the NW¼ of Section 35, Twp. 44 and the SW¼-2-45-27-W3M, Sask. mileage 65.23 Lloydminster Subd. and authorizing the C.P.R. to close, within the limits of its right of way, the existing crossing at mileage 65.30 Lloydminster Subd.

- 124580 June 2 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 14 across the C.P.R. in the SW¼-23-33-22-W2M at Lanigan, Sask., mileage 0.11 Melfort Subd. and authorizing the Railway to close, within the limits of its right of way, the existing crossing at mileage 0.10 Melfort Subd.
- 124581 June 2 – Authorizing the C.N.R. to relocate the reflectorized crossing signs at the crossing of the highway and their railway at mileage 43.40 Dartmouth Subd. N.S. to another crossing of the highway and their railway at mileage 69.18 Dartmouth Subd. N.S.
- 124582 June 2 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Belleville, Ont. near mileage 219.7 Kingston Subd. C.N.R.
- 124583 June 2 – Authorizing the National Capital Commission, on behalf of the C.P.R. to open for the carriage of traffic the track between mileage 116.48 Lachute Subd. and mileage 2.24 Maniwaki Subd. City of Hull, P.Q.
- 124584 June 2 – Authorizing the R.M. of Medstead No. 497, Sask. to construct the Municipal Road at grade across the C.N.R. in the SE¼-14-50-14-W3M, mileage 69.27 Amiens Subd.
- 124585 June 2 – Approving the changes in the automatic protection at the crossing of the C.P.R. and Bradford Street, Lachute, P.Q., mileage 45.48 Lachute Subd.
- 124586 June 2 – Exempting the C.N.R. from erecting and maintaining right of way fences between mileage 28.82 and mileage 29.35 along both sides of their right of way on the Mantario Subd. Sask.
- 124587 June 2 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 105.89 Okanagan Subd. B.C. to another crossing of their railway and the highway at mileage 196.70 Wainwright Subd. Alta.
- 124588 June 2 – Authorizing the Township of Amaranth, Ont. to construct a township road at grade across the C.P.R. in Lot 3, Concession 10, County of Dufferin, mileage 6.25 Teeswater Subd. and authorizing the Railway to close, within the limits of its right of way, the existing crossing at mileage 6.29 Teeswater Subd.

- 124589 June 5 - Amending Order No. 115610 which authorized the installation of automatic protection at the crossing of the C.N.R. and Main Street (Rue Principale) at Riviere à Pierre, P.Q. mileage 40.09 Linton Subd.
- 124590 June 5 - Authorizing the Manitoba Department of Highways to reconstruct Highway No. 59 at grade across the C.P.R. in the R.M. of North Kildonan, Man. from mileage 10.61 to mileage 10.63 Bergen Cut-Off and authorizing the Railway to install automatic protection at the said crossing, and to close, within the limits of its right of way, the existing crossing at mileage 10.61 Bergen Cut-Off.
- 124591 June 5 - Approving and authorizing the less than standard overhead and side clearances of the siding serving the South Plant Shipping building of General Motors of Canada Limited which commences at mileage 301.70 Kingston Subd. (C.N.R.) and mileage 175.48 Belleville Subd. (C.P.R.), City of Oshawa, Ont. provided proper signs are erected.
- 124592 June 5 - Amending Order No. 118233 which authorized the installation of automatic protection at the crossing of the C.N.R. and the north-south County Road, in the County of Stettler No. 6, Alta. mileage 36.79 Stettler Subd.
- 124593 June 5 - Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 10.21 Glenboro Subd. Man. to another crossing of its railway and the highway at mileage 30.24 Alida Subd. Man.
- 124594 June 5 - Amending Order No. 120048 which authorized the installation of automatic protection at the crossing of the N.Y.C. and Tillson Avenue, in Tillsonburg, Ont. mileage 90.66 N.F. Main Line Subd.
- 124595 June 5 - Approving the construction of Highway No. 1 at grade across the C.P.R., mileage 45.35 Shore Line Subd. at St. George, N.B. and the relocation of the automatic protection to the said crossing.
- 124596 June 5 - Approving Plan showing the construction of Montee des Sources across the C.N.R. between the Cities of Dorval and Pointe Claire, P.Q. mileage 3.30 Doney Spur.
- 124597 June 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Montclair Boulevard, City of Hull, P.Q. mileage 117.65 Lachute Subd.

- 124598 June 5 – Authorizing the C.P.R. to construct a diversion of its Webbwood Subd. between mileages 1.52 and 2.64, City of Sudbury, Ont. and to cross at grade Martindale Road at mileage 1.57 of the said diversion; to construct a siding at grade across the said road to serve Cecutti's Bakery; relocating the automatic protection at the said crossing and to remove its existing trackage at the said crossing.
- 124599 June 5 – Authorizing the Quebec Department of Roads to widen and relocate St. Georges Range Road where it crosses the C.N.R., Parish of St-Simon, P.Q. mileage 120.38 Drummondville Subd. and authorizing the Railways to relocate the automatic protection at the said crossing.
- 124600 June 5 – Authorizing the Township of Moulton, Ont. to reconstruct Young Road where it crosses at grade the N.Y.C. between Lot 19 and Lot B, in Concession 2 from Canboro, mileage 29.74 Main Line Subd. and authorizing the Railway to install automatic protection, in lieu of the existing protection, at the said reconstructed crossing.
- 124601 June 5 – Authorizing the C.P.R. to reconstruct and improve its bridge which crosses Wellington Street at mileage 0.7 Quebec Central Railway connection, and the right of way and track of the C.N.R. at mileage 46.16 Sherbrooke Subd. City of Sherbrooke, P.Q. and to operate its engines, cars and trains over the said bridge during the period of reconstruction.
- 124602 June 6 – Approving the revisions to tariffs filed by the British Columbia Telephone Company.
- 124603 June 6 – Approving the revisions to tariffs filed by the Bell Telephone Company of Canada.
- 124604 June 6 – Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124605 June 6 – Revoking the authority of Order No. 122023 and approving the location of the Ammonium Nitrate storage facility and attached scale house of the Rhineland Consumers' Co-operative Limited at Altona, Man. near mileage 6.75 Gretna Subd., C.P.R.
- 124606 June 6 – Approving the portion of the flammable liquid transfer facilities of Canadian Import Company located on the C.P.R.'s right of way at Thetford Mines, P.Q.
- 124607 June 6 – Amending Order No. 124238 which authorized the Saskatchewan Department of Highways and Transportation to construct Provincial Highway No. 36 where it crosses the C.N.R. in

the NW¼-30-11-26-W2M, Sask. mileage 27.93 Gravelbourg Subd. and the Railways to install automatic protection at the said crossing.

- *124608 June 6 – Authorizing the C.N.R. to publish certain rates on Yarn, Synthetic Fibre, other than cellulose base, at certain carload minimum weights from Kingston to Cornwall, Ontario. (See page 408, 57 B.T.C.)
- 124609 June 7 – Approving the location of the additional 3,000 Imperial gallon horizontal storage tank and associated piping of Shell Canada Limited at Kane, Manitoba, near mileage 16.2 Miami Subd. C.N.R.
- 124610 June 7 – Approving the location of the proposed additional 20,000 Imperial gallon vertical flammable liquid storage tank of British American Oil Company Limited at Hudson Bay, Sask. near mileage 100.91 Erwood Subd. C.N.R.
- 124611 June 7 – Authorizing the Alberta Department of Highways to reconstruct and improve the overhead bridge carrying Highway No. 107H across and over the C.P.R. south of the SE¼-3-11-23-W4M, Alta. mileage 11.43 Aldersyde Branch, and to remove the existing overhead bridge at mileage 11.5 Aldersyde Branch.
- *124612 June 7 – Authorizing change in rate grouping of the Campbell River Exchange of the British Columbia Telephone Company. (See page 409, 57 B.T.C.)
- 124613 June 8 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and County Road No. 15, west of Paris Junction, in Ont. mileage 1.19 Drumbo Subd. by adding shunt metal to the approach circuits.
- 124614 June 8 – Approving changes in the signals of the Quebec North Shore and Labrador Railway Company, between mileages 20 and 40 and mileages 40 and 60, P.Q.
- 124615 June 8 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Cowansville Road, Parish of Rainville, P.Q. mileage 1.76 Adirondack Subd.
- 124616 June 8 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Main Street, Town of Forest, Ont. mileage 47.35 Forest Subd. by adding shunt metal to the approach circuits.
- 124617 June 8 – Authorizing the Highways Department of Manitoba to widen Provincial Road No. 270 where it crosses the C.P.R. at Basswood, Man. mileage 9.49 Bredenbury Subd.

- 124618 June 8 – Authorizing the Metropolitan Corporation of Greater Winnipeg to connect and synchronize the traffic signals at the intersection of Pembina Highway and Matheson Road with the protection at the crossing of the C.N.R. and Matheson Road, at Fort Garry, Man. mileage 3.66 Letellier Subd. and authorizing the C.N.R. to revise the protection as required for the said synchronization.
- 124619 June 8 – Authorizing the Quebec Department of Roads to relocate and widen Tortue North Road where it crosses the C.P.R. at Delson, P.Q. mileage 34.43 Adirondack Subd. and authorizing the C.P.R. to install automatic protection at the said crossing, and limiting the speed of engines and trains to 50 miles per hour at the said crossing until the protection authorized has been installed.
- 124620 June 8 – Authorizing the Municipal Corporation of Onslow "South Part", P.Q. to improve and widen Hammond Line Road where it crosses the C.P.R. between Lots 17-b and 17-c, Range 4, mileage 28.1 Waltham Subd. and authorizing the C.P.R. to install automatic protection at the said widened crossing.
- 124621 June 8 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 7 near Rannoch, Ont. mileage 4.12 Forest Subd. by adding shunt metal to the approach circuits.
- 124622 June 8 – Revoking the authority of Order No. 94008 and requiring that all train movements of the C.N.R. and the C.P.R. over the crossing of the C.N.R.'s industrial spur and the Russell Road, City of Ottawa, Ont. mileage 75.38 Alexandria Subd. be flagged by a member of the train crew.
- 124623 June 8 – Authorizing the Quebec Department of Roads to widen and improve St. Jean Baptiste Street where it crosses the C.N.R., Village of Princeville, P.Q. mileage 46.35 Danville Subd. and authorizing the C.N.R. to install automatic protection at the said widened crossing.
- 124624 June 8 – Authorizing the C.N.R. to construct their Pretty River Industrial Spur across Raglan Street, Town of Collingwood, Ont. mileage 0.50 of the said spur which commences at mileage 30.42 Meaford Subd.
- 124625 June 8 – Authorizing the C.N.R. to remove the station agent at Sydenham, Ont. provided a resident caretaker is appointed.
- 124626 June 8 – Authorizing the C.N.R. to remove the station agent at Ingle-side, Ont. provided a resident caretaker is appointed.

- 124627 June 8 – Authorizing the C.P.R. to remove the station agent at Wabigoon, Ont. provided a resident caretaker is appointed.
- 124628 June 8 – Revoking the authority of Order No. 86617 which approved the proposed location of facilities for the handling and storage of flammable liquids of Imperial Oil Limited at Kamloops, B.C. C.P.R.
- 124629 June 8 – Approving the changes to the C.N.R.'s interlocking at the crossing of their railway and the C.P.R. near Knox, Man. mileage 129.3 Rivers Subd. (C.N.R.) and mileage 13.2 Miniota Subd. (C.P.R.)
- 124630 June 8 – Authorizing the Quebec Department of Roads to construct a highway across the Nipissing Central Railway (Ontario Northland), Township of Dasserat, County of Rouyn-Noranda, P.Q. mileage 39.05 Kirkland Lake Subd. eliminating the existing level crossing at mileage 39.17 Kirkland Lake Subd. and authorizing the Railway to install automatic protection at the said crossing.
- 124631 June 8 – Authorizing the C.P.R. to construct a second track across 32nd Avenue N.W. City of Calgary, Alta. mileage 6.25 Laggan Subd.
- 124632 June 8 – Authorizing the City of Red Deer, Alta. to construct a subway to carry 67th Street across and under the C.P.R. between the NE¼ of Section 19 and the SE¼-30-38-27-W4M, mileage 3.34 Leduc Subd. eliminating an existing level crossing, authorizing the railway to construct a temporary deviation, authorizing the City to construct a temporary detour road, authorizing the C.P.R. to relocate the automatic protection and to close the existing crossing.
- 124633 June 8 – Authorizing the Quebec Department of Roads to relocate Old Highway No. 45 where it crosses the C.N.R. at St-Jacques-de-Depuy, P.Q. mileage 105.92 Taschereau Subd. and authorizing the C.N.R. to close, the existing level crossing and to install automatic protection at the said relocated crossing.
- 124634 June 8 – Approving changes in the automatic protection at the crossing of the C.N.R. at mile 2.33 West Loop, "B" Line, Edmonton Terminal Subd. and 111th Ave. City of Edmonton, Alta.
- 124635 June 8 – Authorizing the C.P.R. to install automatic protection on each approach road to the crossing of its railway and Southland Drive, City of Calgary, Alta. mileage 5.66 Macleod Subd.

- 124636 June 8 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Laurentian Boulevard, City of St-Laurent P.Q. mileage 143.17 Joliette Subd. by adding short arm gates to the existing signals.
- 124637 June 8 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Highway No. 97 near Bright, Ont. at mileage 14.24 Drumbo Subd. by adding shunt metal to the approach circuits.
- 124638 June 8 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Garner Road, City of Niagara Falls, Ont. at mileage 4.72 Welland Subd.
- 124639 June 8 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Highway No. 7 at St. Mary's Junction, Ont. at mileage 2.18 Forest Subd. by adding shunt metal to the approach circuits.
- 124640 June 8 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and 45A Avenue, Town of Lacombe, Alta. mileage 18.01 Leduc Subd.
- 124641 June 8 – Revoking the authority of Orders Nos. 61514, 73440, 75195, 84109 and 90337 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at High River, Alta. near mileage 38.95 MacLeod Subd. C.P.R.
- 124642 June 8 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124643 June 8 – Approving the tolls to tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 124644 June 8 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124645 June 8 – Approving the toll to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124646 June 8 – Approving the toll to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124647 June 8 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding the authority of Order No. 122816.
- 124648 June 8 – Authorizing the C.P.R. to make changes to the signals on the Galt Subd. between mileages 1.0 and 14.0, Ont.

- 124649 June 8 – Approving the changes in the C.N.R.'s interlocking at the crossing of their railway and the C.P.R. near Vilette, Man. mileage 11.31 (C.N.R.) Cromer Subd. and mileage 4.0 (C.P.R.) Estevan Subd.
- 124650 June 8 – Authorizing the County of Peel, Ont. to construct a subway to carry County Road No. 4 (Dixie Road) across and under the C.P.R., Township of Toronto, mileage 12.58 Galt Subd. eliminating an existing level crossing, authorizing the C.P.R. to construct a temporary deviation, authorizing the County of Peel to construct a temporary detour road, authorizing the railway to install automatic protection at the said temporary crossing and to close, within the limits of its right of way, the existing crossing.
- 124651 June 8 – Authorizing the C.P.R. and the C.N.R. to operate their engines, cars and trains under the Bathurst Street bridge which crosses their tracks north of Lake Shore Boulevard, in the Municipality of Metropolitan Toronto, Ont.
- 124652 June 8 – Approving and authorizing the less than standard overhead clearance, during construction of the overhead bridge carrying Nairn Avenue over the C.P.R. at mileage 124.29 Keewatin Subd. and mileage 0.18 Lac du Bonnet Subd., Man. provided proper signs are erected.
- *124653 June 8 – Authorizing the C.N.R. to publish a rate on Lead, Silver and Zinc Concentrates at carload minimum weight subject to a declared valuation not exceeding \$70.00 per ton of 2,000 pounds from Houston, B.C. to New Westminster, B.C. (See page 410, 57 B.T.C.)
- 124654 June 8 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canadian Industries Limited at Woodville, Ont. near mileage 12.21 Cannington Spur. C.N.R.
- 124655 June 8 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 13.25 Uxbridge Subd. to another crossing at mileage 0.35 Cannington Spur which junctions the Uxbridge Subd. at mileage 18.79, Ont.
- 124656 June 8 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 50.64 Kingston Subd. Ont. to another crossing of their railway and St. Lawrence Street, at Gananoque, Ont. mileage 4.41 Gananoque Subd.

- 124657 June 8 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 7 and No. 15, at Bells Corners, near the City of Ottawa, Ont. mileage 15.33 Ottawa Subd.
- 124658 June 8 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 103.68 Drummondville Subd. P.Q. to another crossing of their Deschaillon Spur at mileage 0.50 which junctions the Drummondville Subd. at mileage 46.32.
- 124659 June 8 – Approving the changes to the signals and removal of the diamond crossing at mileage 103.2 Winchester Subd. and mileage 30.6 Prescott Subd. of the C.P.R. at Bedell, Ont.
- 124660 June 8 – Authorizing the C.N.R. to install automatic protection at the crossings of their railway and Bruce County Road No. 7, mileage 49.59 Kincardine Subd; and Bruce County Road No. 6, mileage 49.47 Kincardine Subd. all in the Village of Ripley, County of Bruce, Ont.
- 124661 June 8 – Approving the changes in the automatic protection at the crossing of the C.P.R. and Highway No. 14 near Dunfermline, Sask. mileage 10.48 Wilkie Subd.
- 124662 June 8 – Allocating the balance of cost of construction and the cost of maintenance of the subway across and under the right of way of the C.N.R. in the City of St. Laurent, P.Q. between the Railway and the City of St. Laurent.
- 124663 June 8 – Assessing the cost of maintenance of the crossing of the highway and the Doney Spur of the C.N.R., City of St. Laurent, County of Jacques-Cartier, P.Q. mileage 0.82, and the cost of maintenance and operation of the protection at the said crossing on the City of St. Laurent.
- 124664 June 8 – Approving the changes in the C.N.R.'s signal system between mileage 111.0 and mileage 115.0 Yale Subd., B.C.
- 124665 June 12 – Approving the changes in the automatic protection at the crossing of the Dominion Atlantic Railway Company (C.P.R.) and Highway No. 1, at Wilmot, N.S. mileage 28.23 Kentville Subd.
- 124666 June 12 – Approving the changes in the automatic protection at the crossing of the Toronto, Hamilton and Buffalo Railway Company and Canboro Road, County of Welland, Ont. mileage 7.16 Welland Subd.

- 124667 June 12 – Authorizing the Quebec Department of Roads to reconstruct Orford Lake Road where it crosses the C.P.R., Municipality of the Village of Eastman, County of Brome, P.Q., mileage 94.03 Sherbrooke Subd. and authorizing the Railway to install automatic protection at the said widened crossing.
- 124668 June 12 – Authorizing the C.N.R. to construct the deviation of their Avonlea Subd. across the unopened road allowances between the NE $\frac{1}{4}$ of Section 20 and the NW $\frac{1}{4}$ -21-16-26-W2M and between the NE $\frac{1}{4}$ of Section 20 and the SE $\frac{1}{4}$ -29-16-26-W2M, R.M. of Moose Jaw, Sask.
- 124669 June 12 – Authorizing the C.N.R. to construct their Stall Lake to Osborne Lake Branch Line across Highway No. 393 at mileage 8.6, Man.
- 124670 June 12 – Authorizing the C.N.R. to construct the Lorne Avenue Lead off mileage 188.35 Watrous Subd. across Melville St. mileage 0.15 and Jasper Avenue at mileage 0.84; the Portage Avenue Lead across Melville Street mileage 0.19 and Portage Avenue at mileage 0.53; and the Edson Street Lead across Portage Avenue at mileage 0.14 all in the City of Saskatoon, Sask.
- 124671 June 12 – Authorizing the County of Lincoln to widen and improve Station Road where it crosses the Toronto, Hamilton and Buffalo Railway Company, between Lots 7 and 8, in Concession 9, Township of South Grimsby, Ont. and authorizing the Railway to relocate the protection at the said crossing.
- 124672 June 12 – Authorizing the C.N.R. to close the station at Elderton, Ont. during the period the agent is away on annual vacation.
- 124673 June 12 – Authorizing the City of St. Jerome to construct Richard Street across the C.N.R., County of Terrebonne, P.Q. mileage 0.46 St. Jerome Industrial Spur.
- 124674 June 12 – Approving the location of the proposed additional 20,000 Imperial gallon flammable liquid vertical storage tank, associated piping, dyke extension and catwalk of British American Oil Company Limited at Nipigon, Ont. C.N.R.
- 124675 June 12 – Approving the location of the proposed additional 16' x 32' office, 20' x 40' flammable liquid warehouse and 36' x 60' fertilizer warehouse of the Dauphin Consumers Co-Operative Limited, at Dauphin, Man. C.N.R.
- 124676 June 12 – Revoking authority of Order No. 92221 which granted leave to the Saskatchewan Power Corporation to construct a natural gas pipe line across and under the company pipe lines of Interprovincial Pipe Line Company between Sections 1 and 2, in Township 18, Range 20, West Second Meridian, Sask.

- 124677 June 12 – Authorizing the C.P.R. to make changes to the signals on its Windsor Subd. Ont. between mileage 0.0 and mileage 10.0 and mileage 51.0 and mileage 63.0.
- 124678 June 12 – Authorizing the removal of the speed limitation at the crossing of Highway No. 5 and the C.N.R., P.Q. mileage 45.15 Danville Subd.
- 124679 June 12 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at Weyburn Sask. mileage 12.40 Weyburn Subd.
- 124680 June 13 – Authorizing the Lake Erie & Northern Railway Company to remove the automatic protection from the crossing of its railway and Highway No. 24, at Maple Grove, Ont. mileage 27.73, and requiring that all engines, cars and trains of the railway be brought to a stop before obstructing the said crossing, and all rail movements over the crossing be protected by a member of the train crew.
- 124681 June 13 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages along the right of way of its Windsor Subd. Ont.
- 124682 June 13 – Granting leave to the Trans-Canada Pipe Lines Limited to construct and maintain a 36 inch diameter natural gas pipe line across and under the C.N.R. in Lot 26, Concession 2, Township of Moore, County of Lambton, Ont. mileage 13.56 Froomfield and St. Clair River Spur, which commences at mileage 0.33 St. Clair Tunnel Subd.
- 124683 June 13 – Authorizing the Quebec Department of Roads to widen and improve, Northeast Road where it crosses the C.N.R. Municipality of the Parish of St-Stanislas, County of Champlain, P.Q. mileage 7.43 St-Stanislas Subd.
- 124684 June 13 – Authorizing the C.N.R. to close the station at Milverton, Ont. during the period the agent is on annual vacation.
- 124685 June 13 – Amending Order No. 116688 which authorized the Quebec Department of Roads to construct grade separations to carry Montee St. Charles across and under the C.N.R. at mileage 15.64 Cornwall Subd. and the C.P.R. at mileage 10.18 Winchester Subd. in the Municipality of Beaconsfield, County of Jacques Cartier, P.Q.
- 124686 June 13 – Revoking authority of Orders Nos. 96979 and 99134 which approved proposed location of facilities for the handling and storage of flammable liquids of Shell Canada Limited at St. James, Manitoba, mileage 3.4 Oak Point Subd. C.N.R.

- 124687 June 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Ste-Anne Street at St-Hilaire East, P.Q. mileage 53.54 St-Hyacinthe Subd.
- 124688 June 13 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. 5.8 miles west of Durham, Ont. mileage 22.34 Walkerton Subd.
- *124689 June 13 – Authorizing the C.N.R. to publish certain rates on Lead Concentrates at certain carload minimum weight subject to a released valuation from mileage 60.6 Peace River Subd. (2.8 miles west of Roma), Alta. to International, Utah, on shipments originating at Pine Point, N.W.T. (See page 411, 57 B.T.C.)
- 124690 June 13 – Authorizing the New Brunswick Department of Public Works to construct a divided highway at grade across the right of way and tracks of the C.N.R., Parish of Shediac, County of Westmorland, N.B. mileage 8.86 Point du Chene Subd. and authorizing the railways to install automatic protection at the said crossing.
- 124691 June 13 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 143.65 Bala Subd. to another crossing at mileage 68.56 Midland Subd. Ont.
- 124692 June 13 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Lombard Street, Town of Smiths Falls, Ont. mileage 35.7 Smiths Falls Subd. to another crossing at mileage 94.25 Renfrew Subd.
- 124693 June 13 – Amending Order No. 124275 which authorized the C.N.R. to reconstruct their bridge at mileage 165.4 Cusson Subd. Ont.
- 124694 June 13 – Authorizing the Quebec Department of Roads to widen and improve Roy Road where it crosses the C.P.R. in the Municipality of the Township of Magog, County of Stanstead, P.Q. mileage 88.24 Sherbrooke Subd.
- 124695 June 13 – Approving tariffs filed by the Bell Telephone Company of Canada.
- 124696 June 14 – Authorizing the Township of Harwich, Ont. to reconstruct English Side Road where it crosses The Chesapeake & Ohio Railway Company between Concessions 3 and 4 W.B., mileage 15.60 No. 2 Subd. and to improve the sight lines.
- 124697 June 14 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Canada Packers Limited at Cookstown, Ont. near mileage 68.42 Beeton Subd. C.N.R.

- 124698 June 14 – Granting leave to the Interprovincial Pipe Line Company to construct an additional pipe line across and under the C.N.R. at the following locations: in the SE¼-26-36-27-W3M; in the NE¼-16-30-14-W3M; in the NW¼-3-18-20-W2M; in the SE¼-27-11-33-W2M all in the Province of Saskatchewan; between the NW¼-9-9-26-WPM, and the NE¼-9-9-26-WPM; between the NW¼-11-9-26-WPM, and the SW¼-11-9-26-WPM; in the SW¼-29-7-17-WPM, all in the Province of Manitoba; in Lot 27, Concession 13, Township of London, County of Middlesex; in Lot 21, Concession 9, Township of Blenheim, County of Oxford; in Lot 3, Concession 7, Township of North Dumfries, County of Waterloo, all in the Province of Ontario and revoking the authority of Order No. 124451.
- 124699 June 14 – Amending Order No. 118689 which authorized the National Capital Commission to construct a subway to carry (new) Alta Vista Drive across and under the track connection between mileage 84.8 Montreal & Ottawa Subd. of the C.P.R. and mileage 0.75 Beachburg Subd. of the C.N.R. City of Ottawa, Ont.
- 124700 June 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Kennedy Road, at Scarborough, Ont. mileage 325.74 Kingston Subd.
- 124701 June 14 – Dismissing the application of the C.N.R. for authority to remove the caretaker from their station at Barwick, Ont. mileage 116.0 Fort Frances Subd.
- 124702 June 14 – Authorizing the Alberta Department of Highways to construct Provincial Trunk Highway No. 12 across the C.P.R. in the SE¼-15-34-2-W4M, near Altario, Alta. at mileage 53.35 Coronation Subd. and authorizing the Railway to close, within the limits of its right of way, the existing crossings of Provincial Trunk Highway No. 12 at mileage 56.15 Coronation Subd. and the municipal road at mileage 53.27 Coronation Subd.
- 124703 June 14 – Authorizing the C.N.R. to construct Moncton Industrial Spur off mileage 3.24 Gort Subd. across Edinburgh Drive at mileage 0.54 and Loftus Street at mileage 0.66 in the City of Moncton, N.B. and requiring that all train movements be protected by a member of the train crew.
- 124704 June 15 – Authorizing the Lake Erie and Northern Railway Company to remove the automatic protection from the crossing of its railway and Mechanic Street, at Waterford, Ont. mileage 36.50 and requiring that all engines, cars and trains of the railway be brought to a stop before obstructing the crossing and all rail

movements over the crossing be protected by a member of the train crew.

- 124705 June 15 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 41 near Oyen, Alta. mileage 66.31 Oyen Subd.
- 124706 June 15 – Authorizing The Lake Erie & Northern Railway Company to remove the automatic protection from the crossing of its railway and Highway No. 24 at Dundurn, Ont. mileage 34.47 and requiring that all engines, cars and trains of the railway be brought to a stop before obstructing the crossing and rail movements over the crossing be protected by a member of the train crew.
- 124707 June 15 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridges carrying connecting roads between the Champlain Bridge and the Trans-Canada Highway and access roads to Highways No. 2 and No. 17, designated as Routes "L", "F" and "K", "E", "M" and "J", across and over their Turcot Holdings siding in the City of Montreal, P.Q. at mileages 0.14; 0.17; 0.20; 0.22 and 0.23 of the said siding which commences at mileage 4.04 Montreal Subd.
- 124708 June 15 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Stevenson Road over its right of way and track, City of Oshawa, Ont. mileage 175.08 Belleville Subd. (formerly mileage 72.6 Oshawa Subd.)
- 124709 June 15 – Authorizing the C.P.R. to operate its engines, cars and trains under the dual overhead bridge carrying the North Shore Auto-route over its right of way and track, Town of Berthierville, County of Berthier, P.Q. mileage 0.82 Berthierville Subd.
- *124710 June 15 – Determining method of payments, under Section 329 of the Railway Act to railways under the jurisdiction of Parliament, in respect of the movement of grain for export by railway to Eastern ports from inland points, at Eastern rates maintained at the level applying on November 30, 1960 and rescinding authority of Order 121416. (See page 398, 57 B.T.C.)
- 124711 June 15 – Authorizing the C.N.R. to make changes to the signals at the Cornwall interlocking at the crossing of their railway and the C.P.R. between mileages 63 and 69 Kingston Subd. (C.N.R.), in the City of Cornwall, Ont.
- 124712 June 15 – Authorizing the Quebec Department of Roads to widen and improve St. Charles Range East Road where it crosses the

C.N.R. in the Parish of St-Prosper, County of Champlain, P.Q. mileage 50.14 La Tuque Subd. and authorizing the Railways to install automatic protection at the said widened crossing.

- 124713 June 15 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Montee Paiement, Town of Gatineau, P.Q. mileage 113.10 Lachute Subd.
- 124714 June 15 – Granting leave to the Interprovincial Pipe Line Company to construct a 34-inch oil pipe line across and under the C.P.R. at the following locations: in the NW¼-21-34-23-W3M; in the SW¼-5-34-22-W3M; in the SE¼-26-30-15-W3M; in the NE¼-18-29-11-W3M; in the NW¼-5-18-19-W2M, all in the Province of Saskatchewan; in the NW¼-26-7-18-WPM; in the NE¼-10-3-6-WPM all in the Province of Manitoba and revoking authority of Order No. 124447.
- *124715 June 15 – Authorizing the C.P.R. to permanently convert its swing bridge over the Sissiboo River, near Weymouth, N.S. mileage 41.64 Yarmouth Subd., D.A.R., into a fixed span, and exempting the railway from the application of the provisions of General Order E-15 pertaining to navigation lights on the said bridge. (See page 413, 57 B.T.C.)
- 124716 June 15 – Granting leave to the British American Oil Company Limited to construct a 6-inch high pressure pipe line across and under the C.N.R., Town of Montreal East, P.Q. mileage 0.79 St. Leonard Road Spur.
- *124717 June 15 – Authorizing the C.P.R. to permanently convert its swing bridge over the Bear River, N.S. mileage 12.86 Yarmouth Subd. D.A.R., into a fixed span and exempting the railway from the application of the provisions of General Order E-15 pertaining to navigation lights on the said bridge. (See page 414, 57 B.T.C.)
- 124718 June 15 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridges carrying connecting roads between Champlain Bridge and the Trans Canada Highway and access roads to Highways No. 2 and No. 17 across and over their right of way and tracks, City of Montreal, P.Q. designated as Roads "L" and "M"; "F"; "B"; "E"; "H" and "J" over the tunnel at mileage 4.23 Montreal Subd. and roads "L" and "M"; "B"; "F"; "A"; "E"; "H" and "G" over Thoroughfare No. 1 track opposite mileages 4.09; 4.12; 4.16; 4.19; 4.20; 4.26 and 4.29 Montreal Subd.

- 124719 June 15 – Amending Order No. 118146 which authorized the construction of an extension of Shore Drive along the south side of the C.N.R. in Bedford, County of Halifax, N.S. and the installation of automatic protection at the crossing of Shore Drive at mileage 10.32 Bedford Subd.
- 124720 June 15 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge which carries Fourth Avenue across and over its right of way and tracks, City of Moose Jaw, Sask.
- 124721 June 15 – Amending Order No. 115460 which authorized the reconstruction of the north approach to the overhead bridge which carries Fourth Avenue across and over the C.P.R. City of Moose Jaw, Sask.
- 124722 June 15 – Authorizing the Township of the Front of Leeds and Lansdowne to reconstruct the Township Road where it crosses the C.N.R. between Lot 24, Concession 3, Township of Lansdowne, and Lot 5, Concession 2, Township of Escott, Ont. mileage 144.23 Kingston Subd. and authorizing the Railways to install automatic protection at the said widened crossing.
- 124723 June 15 – Authorizing the C.N.R. to operate their engines and trains through the interlocking at the crossing of their railway and the C.P.R. near Farley, Sask. mileage 197.56 Watrous Subd. (C.N.R.) and mileage 1.08 (C.P.R.) Branch Line to Duval Mine, without their first being brought to a stop, provided that the signals are in the proceed position, and requiring that no engine or train exceed a speed of fifty-five miles per hour over the diamond crossing.
- 124724 June 15 – Authorizing the C.P.R. to reconstruct its bridge at mileage 0.88 Oshawa Industrial Spur which commences at mileage 175.5 Belleville Subd. and crosses the C.N.R. and authorizing the C.P.R. to operate its engines, cars and trains over the said bridge during the period of reconstruction.
- 124725 June 15 – Authorizing the C.P.R. to remove the station agent at Sylvania, Sask. provided a resident caretaker is appointed.
- 124726 June 16 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the Cote de la Station Road, in the Municipality of St. Jean de Boischatel, County of Montmorency, P.Q. mileage 7.27 Murray Bay Subd.

- 124727 June 16 – Approving the tolls to Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order 114095.
- 124728 June 16 – Approving the tolls to Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 124729 June 16 – Approving the tolls to tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- 124730 June 16 – Approving the tolls to tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- 124731 June 16 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124732 June 16 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124733 June 16 – Extending the time within which automatic protection is to be installed at the crossing of the C.N.R. and St-Jean Road, in Crabtree, P.Q. mileage 104.59 Joliette Subd.
- 124734 June 16 – Authorizing the City of Montreal to construct a public street across the C.P.R. which leads from Park Avenue Subd. mileage 3.24, City of Montreal, P.Q.
- 124735 June 19 – Authorizing the Quebec Department of Roads to widen and realign 2nd Chaloupe Range Road where it crosses the C.N.R. at Notre-Dame-des-Prairies, P.Q. mileage 98.79 Joliette Subd. and authorizing the railways to install automatic protection at the said crossing and revoking the authority of Order No. 121485.
- 124736 June 19 – Granting leave to the Interprovincial Pipe Line Company to construct a 34-inch oil pipe line across and under the C.P.R. in the SW $\frac{1}{4}$ -5-18-19-W2M, Sask. and rescinding the authority of Order No. 124458.
- 124737 June 19 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and La Cie de Telephone de St-Athanase.
- 124738 June 19 – Approving the location of the proposed additional flammable liquid transfer facilities and associated piping of Imperial Oil Limited at Mallaig, Alberta, near mileage 9.90 Bonneyville Subd., C.N.R.
- 124739 June 19 – Extending the time within which automatic protection is required to be installed at the crossing of the C.N.R. and Pierre Boucher Street, Town of Boucherville, P.Q. mileage 8.50 Sorel Subd.

- 124740 June 20 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Range Road No. 12, at Ste-Perpetue, County of Nicolet, P.Q. mileage 84.95 Drummondville Subd.
- 124741 June 20 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway about one mile east of Alfred, Ont. mileage 44.25 Montreal & Ottawa Subd.
- 124742 June 20 – Approving Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and La Cie de Telephone Rurale de St-Joseph de Kamouraska.
- 124743 June 20 – Authorizing the City of Saint John, N.B. to improve the sight lines at the crossing of the C.P.R. and Sand Cove Road, mileage 1.49 Shore Line Subd.
- 124744 June 20 – Authorizing the Quebec Department of Roads to widen Ruisseau St-Pierre East Side Road where it crosses the C.N.R., Municipality of St. Paul, County of Joliette, P.Q. mileage 104.22 Joliette Subd. and authorizing the Railways to install automatic protection at the said widened crossing.
- 124745 June 20 – Authorizing the Quebec Department of Roads to widen Mgr. Poirier Street where it crosses the C.N.R., Village of Princeville, P.Q. mileage 46.60 Danville Subd. and authorizing the Railways to install automatic protection at the said widened crossing.
- 124746 June 20 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the Township Road, Township of Sidney, Ont., mileage 229.31 Kingston Subd.
- 124747 June 20 – Authorizing the Quebec Department of Roads to relocate and widen Station Road where it crosses the C.P.R. Parish of St-Thomas, P.Q. mileage 36.30 Trois-Rivieres Subd. and authorizing the Railway to install automatic protection at the said relocated crossing.
- 124748 June 20 – Approving the location of the proposed Ammonium Nitrate storage facility of the Milestone Co-operative Association Limited, at Milestone, Sask. near mileage 46.9 Portal Subd. C.P.R.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the application of the Cumberland Railway Company for abandonment of that portion of its line of railway from Broughton Junction, mileage 26.35, to Louisburg, mileage 38.43, in the Province of Nova Scotia, a distance of 12.08 miles.

File No. 48647.1

July 28, 1967

BEFORE:

H.H. GRIFFIN,
W.R. IRWIN,

*Assistant Chief Commissioner.
Commissioner.*

APPEARANCES:

A.V. MAURO, Q.C.,
and
MARSHALL ROTHSTEIN, }
GEORGE D.D. LEWIS,
R.J. SMITH,

for Cumberland Railway Company.

GORDON CAMERON,

Mayor of Louisburg.

RUSSELL CUNNINGHAM,

*representing National Sea Products
Limited.*

BLAIR IRVINE,

*representing Louisburg Board of
Trade.*

GEORGE MacEACHERN,

*representing citizens of Cape Breton
County.*

FRANCIS O'NEIL,

*representing the Brotherhood of Rail-
road Trainmen, Lodge 684.*

*representing Cape Breton Labour
Council.*

in person.

Heard at Louisburg, Nova Scotia, on May 29, 1967.

JUDGMENT

GRIFFIN, A.C.C.:

Cumberland Railway Company applied to the Board in September of 1966 for authority to abandon that portion of its line of railway from Broughton

57 B.T.C.

Junction to Louisburg, both in the Province of Nova Scotia. The total distance between Broughton Junction and the terminus of the line at Louisburg is 12.08 miles.

The application is made under Section 168 of the Railway Act.

I need not go into the history of the line. The facts now are that the only station presently served by this portion of the line is Louisburg, the Station at Mira having been closed pursuant to an Order of the Board in 1961. The population of Louisburg, according to the 1961 census, was then 1,417. The principal commercial activity at Louisburg is fishing.

The principal shipper served by this portion of the line is National Sea Products Limited. This company has a fish processing plant and cold storage facilities at Louisburg.

Highway No. 22, a paved highway, serves Louisburg by a route which runs parallel to the line for some six miles.

Passenger service was discontinued in 1963, being at that time provided by a mixed train.

Express to Louisburg is handled by Canadian National Railways over the highway.

A truck service operated by Mr. Donald Beaver is operated between Sydney and Louisburg on a scheduled basis on Monday, Tuesday, Thursday and Friday of each week.

A scheduled bus service is operated between Sydney and Louisburg by LeBlanc Bus Service. The service is daily with three departures each day in each direction.

Mr. Russell, Chief Engineer of Cumberland Railway and Chief Project Engineer of Dominion Coal Company, was called as to the condition of the line. His evidence is that excepting certain structures and that portion of the line near Mira Bay, the line is in fair condition.

I do not intend to go into the details of Mr. Russell's evidence. It is sufficient to say that he expresses concern over the condition of the Mira River Bridge which carries the railway over that river. He says:

"A year ago some indications of movement in the piers led us to engage a diver to make an examination of the condition of the 1942 work. His report shows that about two-thirds of the sheet piles have corroded through below the water level — Two-thirds of the sheet piles have corroded through below the water level and some of the enclosed concrete has been removed. Furthermore, the water at the east intermediate pier is now 22 feet deep so that only eight feet of the sheet steel piling remains embedded in the

river bottom. A further examination on the 25th of this month showed that there is a very slight further deterioration in the sheet piling."

There is presently a Slow Order of five miles per hour over this portion of the track.

Mr. Russell is also concerned at the condition of the rock-filled timber crib protecting the track in the beach area near the Mira River. For about 9,000 feet the track runs along Mira Beach. In this distance, over 6,000 feet of the track is just above normal high water mark and is within reach of storm wave action. It is not possible to move the track back because of the presence of swamps and ponds on the shoreward side. Of this, Mr. Russell says,

"Along the beach the track has been protected by rock-filled timber cribs. Of these about 500 feet have been repaired and braced with steel rails and are in good condition. About 1700 feet is in fair condition; it will probably need replacing within the next ten years. Of the balance of about 3500 feet, about 2500 feet has been entirely destroyed and the remainder so badly damaged as to require replacement.

In the years 1955 to 1958 inclusive almost \$221,000 was spent in this area and most of the work has since been destroyed."

Constant surveillance at this point is required to ensure that the track is in reasonably safe condition.

There are lesser problems existing at Catalone Bridge, at the Main-à-Dieu Overpass and at Clark's Brook Bridge.

The estimated forecast of capital appropriations required in the next five years at these points is given by Mr. Russell as follows:

Forecast of Capital Appropriations for the next 5 years on that portion of the line between Broughton Junction and Louisburg

Mira River Bridge	\$ 151,380.00
Catalone Bridge	15,911.00
Main-à-Dieu Trestle	3,921.00
Clark's Brook Bridge	7,500.00
Coastal protection	<u>416,000.00</u>
	<u>\$ 594,712.00</u>

The cost of maintenance estimated by Mr. Russell for the next five years is some \$108,000, that is to say, for track repair, replacement of ties and the upgrading of ballast. Some of this work is deferred maintenance.

Mr. Neil Macpherson, Comptroller of the Dominion Coal Company, was called. Dominion Coal Company operates the Cumberland Railway.

Mr. Macpherson gave the following figures for revenue carload traffic inbound and outbound from 1961 to and including 1965, together with the revenue derived therefrom:

COMMODITIES	Year 1961		Year 1962		Year 1963		Year 1964		Year 1965	
	In	Out	In	Out	In	Out	In	Out	In	Out
Coal	43								35	
Fish Boxes	10		8		14		20		25	
Cedar Poles	2		1		1		1		2	
Coarse Salt	3				1		1		1	
Machinery	2		1		2				5	
Pipe	1		8				5		1	
Limestone	1		1		2		2		3	
Building Materials			4				2		3	
Cement			3						1	
Sand		32		37		22		22	1	
Fishmeal		29		32		38		46		51
Frozen Fish		25		17		22		17		9
Fish Oil		9		9		5		3		6
Scrap				4						
Lumber				1						
Construction Equipment				1						
TOTAL	62	95	26	101	20	87	31	88	77	66
Revenue	\$6,261	\$8,218	\$5,288	\$9,578	\$3,000	\$7,694	\$4,952	\$8,036	\$7,866	\$6,257

NOTE: With the exception of Sand outbound from Mira on the Broughton Junction to Louisburg Line all carloads were either received at or forwarded from Louisburg.

In 1966 the number of inbound cars was 80 and outbound, 67. The corresponding revenues were \$8,225 and \$8,892.

The less-than-carload traffic for the same years was:

	TONS	FREIGHT	MARITIME FREIGHT RATE ASSISTANCE	TOTAL REVENUE
	INBOUND			
Year 1961	158	\$ 2,508	\$ 627	\$ 3,135
1962	176	2,834	340	3,174
1963	119	2,025	234	2,259
1964	129	2,286	243	2,529
1965	79	1,577	168	1,745
	OUTBOUND			
Year 1961	11	\$ 155	\$ 39	\$ 194
1962	10	153	41	194
1963	4	77	21	98
1964	10	128	35	163
1965	5	78	21	99

Exhibit 11, reproduced below, is a summary of revenues and expenses for the year 1965:

TOTAL REVENUES				
Freight — Carload	\$ 14,123			
Freight — L.C.L.	1,844			
TOTAL revenue			\$ 15,967	
AVOIDABLE EXPENSES				
<i>Fixed On-Line</i>				
Maintenance of Way & Structures	4,388			
Station expenses	4,808	\$ 9,196		
<i>Variable On-Line</i>				
Maintenance of Equipment	986			
Crew Wages	3,071			
Fuel	254			
Other	1,550	5,861		
Traffic, General & Communications	1,355	1,355		
TOTAL Avoidable Expenses			16,412	
ANNUAL OPERATING LOSS				\$ 445
<i>Annual Net Salvage Value</i> (5% of \$80,858)			4,043	
ANNUAL FINANCIAL IMPROVEMENT				4,487
ADDITIONAL EXPENSES IF LINE RETAINED				
Maintenance of Way & Structures	21,637			
Average Annual Net Depreciated Cost of Replacements				
5% of (1/2 of \$594,712)	14,868			
Total additional Expenses			36,505	
ANNUAL LONG TERM BETTERMENT				\$40,993

The annual operating loss claimed in that year is \$445.00. The annual long-term betterment alleged by the Company should this portion of the line not be retained is some \$40,000 to \$41,000 per annum.

Under cross-examination, the operating figures for 1961 to 1964, inclusive, were given as losses of \$10,878 in 1961, \$74 in 1962, \$3,979 in 1963, and \$1,075 in 1964. There then followed (computed on a similar basis) an operating loss of \$445, as mentioned above, for 1965.

Evidence was given and representations made by several other persons in opposition to the application. While not opposing the application, Mr. R.J. Smith of National Sea Products placed before the Board the position of his company.

National Sea Products was established at Louisburg in 1951, with a new plant costing some two and one-half million dollars and since that time the company has invested considerable sums of money in floating equipment and general improvements. Its total investment at Louisburg is some five million to six million dollars.

The service provided by the railway had a real bearing on the establishment of the plant at Louisburg. It employs some 200 persons and has a payroll exceeding \$600,000 per annum.

The prospect of the railway being abandoned has existed since early 1964.

The company's stand taken in correspondence with the Board was that it did not intend to oppose the application but asked that no abandonment be allowed to take place before the end of December 1967. This request was made so that the company might have an opportunity to make other arrangements for shipping some of its products, such as fish meal and fish oil. At the time of the hearing, the company had not been able to make these arrangements in respect of fish oil and it did not know at that time how it would handle the shipment of fish oil should the line be abandoned.

In the Spring of each year, that is, from some time in March until some time in May, depending on how quickly the roads dry, there is a weight limitation for trucks operating on the highway. The period is usually some two months.

Mr. Smith, in his testimony, told the Board that in the last year or so there has been a development of the herring industry in the Atlantic provinces and there have been a number of large plants built in western Nova Scotia, in Newfoundland, and a few in New Brunswick. These plants are for the reduction of herring. Louisburg is located very strategically to the eastern herring fisheries of Nova Scotia. While his company has not made any definite plans to establish a herring industry in Louisburg, it has been giving it very serious thought. The industry in the Atlantic provinces is fairly new. Depending upon the trend in the next year, his company will decide whether or not it is feasible to build a herring plant at Louisburg.

The product of such a plant would be fish oil and fish meal. The type of plant of which Mr. Smith speaks would have in his estimate a potential movement of perhaps 1,500 or 2,000 tons of traffic annually. In his opinion, this traffic could be handled only by rail.

Fish oil is presently shipped in rail tank cars. It moves on very low rates. Most of the product is used outside the area. It would move to points in Quebec and Ontario, and overseas shipments would move to Halifax or Montreal.

The company has in the past endeavoured to arrange with transport trucking companies to handle the company's fish oil should the line of railway be abandoned. So far the company has been unable to find anyone who will carry fish oil for it by truck transport.

Mr. Smith, in his evidence, suggested to the Board that no abandonment of the line be permitted until two matters have been determined, the action that the Government of Canada may take through the proposed Cape Breton Development Corporation in respect of the line from Broughton Junction to Louisburg and the decision that his company proposes to make in respect to the establishment of a herring reduction plant at Louisburg.

The decision of his company awaits the results of certain studies now being conducted by the National Research Council and by the Department of Fisheries. The purpose of the studies is to determine whether the herring fisheries of the Atlantic provinces will stand "the intensive effort that is being put into it or is likely to be put into it", that is to say, whether "the fishery can be maintained at a level which would warrant future expansion."

The company produces at present fish oil and fish meal from certain varieties of fish, i.e., from flounder and from ocean perch. Its present plant, however, would not be suitable as a herring reduction plant.

The company shipped out six cars of fish oil in 1965 and some ten cars in 1966. Should the line be abandoned, Mr. Smith does not know how fish oil would be shipped. Speaking, however, of the present production, he says,

"Q. Well, now, if we should accede to the company's application and authorize abandonment of this portion of the line, how would you ship fish oil?

A. We have not yet been able to answer that question. We would probably have to take it in small quantities to Sydney by truck and load it in tank trucks at that point.

Q. What do you mean, in what containers?

A. Well, we would likely have to provide ourselves with a small tank or drum. I think it has been — there has been instances where an operator has — a very small production this would have to be — has moved the

oil in drums to a central point and then load it in tank cars, but this is a very expensive and time-consuming way of doing it."

As will be seen from Exhibit 5 (supra), in the years 1961 and 1965, 43 cars and 35 cars of coal, respectively were carried by the railway company to Louisburg. No carloads of coal moved during 1962, 1963 and 1964. It was established in cross-examination that when coal did not move to the plant by rail, it was moved by highway truck.

The production of frozen fish amounts to some 6,000,000 to 7,000,000 lbs. annually. In 1965 the railway company carried only 280 tons of frozen fish, or approximately 9 cars. The remainder was shipped out from the plant by highway truck.

All the fish meal produced moved by rail. The company produced and shipped by rail in 1965 some 184 tons of fish oil.

Mr. Smith has amended his company's position in which it asked that no abandonment take place before December 31, 1967, and now asks that this date be December 31, 1968. He said:

"Q. The Assistant Chief Commissioner: Well, now, Mr. Smith, I want to be quite clear whether your position is, as I understand it, this: That you are not opposing the application, but ask that if the Board is going to grant the application that it not allow abandonment to be effective before December 31, 1967?

A. I would like to change that to December 31, 1968. I would like another year's grace for the reasons I have given here.

Q. Yes?

A. That I don't think we will be ready to decide by the end of this year whether it is feasible to establish a herring industry here. I do think the decision can be reached by the end of 1968."

A submission was addressed to the Board by Mr. Russell Cunningham on behalf of the citizens of Cape Breton County, in which he made mention, among other matters, of the fishing industry, the mineral resources of the area and the very formidable restoration of the Fortress of Louisburg.

The Board also received a submission at the hearing from Mr. D. B. Irvine on behalf of the Brotherhood of Railroad Trainmen, Lodge 684, in which reference was made amongst other matters, to the fact that Louisburg is an ice free port open as an alternative to the port of North Sydney when ice conditions prevail, the advent of containerized freight service to Newfoundland and the suitability of the port of Louisburg to handle the service, and also to the plans for the redevelopment of the Cape Breton economy. These and other matters were dealt with by Mr. Irvine.

Mr. MacEachern on behalf of the Cape Breton Labour Council supported Mr. Irvine's submission.

Mr. Cameron appeared on behalf of the Louisburg Board of Trade. Among other matters, Mr. Cameron spoke of the history of the area and of the natural advantages enjoyed by Louisburg. He spoke of the days when Louisburg was a thriving port and of the business handled through the port by the railway.

Mr. G. D. D. Lewis, Mayor of Louisburg, spoke of the successful efforts made at that time to bring National Sea Products to Louisburg and referred to the plans for economic redevelopment through the proposed crown corporation. While opposing the application, he supported Mr. Smith's request that if abandonment is to be authorized it should not take effect before December 31, 1968.

Mr. Mauro, in argument, submits that the railway company's operating results estimated costs and evidence as to traffic on the line have not been seriously questioned. In his submission, it is not the railway company that has abandoned the utilization of Louisburg as a port but rather that it has been economic factors that have reduced its utilization so that the traffic passing through Louisburg has all but disappeared.

Mr. Mauro submits that the company is confronted with a situation where the traffic has almost disappeared but the requirements for continued operation remain, with the expense of maintenance, and the anticipated heavy expense for repairs to structures on the line.

Mr. Mauro cited many of the judgments of the Board given in previous years upon applications for abandonment.

He continued to say that the alternative services available by highway are adequate, and, as contrasted with the very heavy requirements upon the railway company if the line is continued, there is a minimal effect upon others who are affected by this application.

The Board, in Mr. Mauro's submission, in which he relies upon a decision of the Supreme Court of Canada, would not be justified in endeavouring to withhold the exercise of its jurisdiction by reason of forthcoming legislation. Mr. Mauro had reference to the proposed Act to Establish the Cape Breton Development Corporation. Fortunately, the Board is not in any dilemma in this respect, for that Act was given Royal Assent on July 7, 1967. It excludes as an asset to be acquired by the Corporation the line of railway from Broughton Junction to Louisburg.

In the submission of Mr. Mauro, the real evidence that has merit and warrants consideration is that of Mr. Smith on behalf of National Sea Products. He asks the Board to weigh the inconvenience to this company against the burden to the railway company.

Mr. Mauro, in his argument, weighs what in his opinion would be the loss and inconvenience to the shipper. He cites the evidence as follows: As to frozen fish, there were nine cars only shipped out by National Sea Products in 1965. The rest moved by highway. As to fish meal, the company's total production is shipped by rail. Fifty-one cars were shipped in 1965. Mr. Smith, in his evidence, did not say that he could not find alternative means of shipping fish meal or the few cars of frozen fish. Mr. Smith was concerned that he could not find an alternative means of shipping fish oil. Mr. Mauro measures the loss and inconvenience to the shipper in respect of the cars of fish oil, being six cars in 1965 and some ten cars in 1966, and submits that as against the costs that would be required of the railway there can be no question as to how the application before the Board should be resolved. He goes further and submits that just as petroleum products are moved into Louisburg in tank trucks, so fish oil could be moved out by tank truck or tank trailer.

In the various submissions made to it before the hearing, the Board received one which read in part as follows:

"It is doubtful if the present Mira River Highway Bridge will carry the increased heavy tonnages of coal from Sydney to Louisburg, or fish meal and fish oil from Louisburg to Sydney and packaging and other materials required for plant operations."

The Board made an inquiry of the Department of Highways of Nova Scotia and received a reply from the Deputy Minister of Highways, which was read into the record of these proceedings. This letter is dated March 16, 1967, and reads as follows:

"Albert Bridge over the Mira River is a three span thru truss structure consisting of 3-80 ft. spans. Full highway loads (maximum 74,000 lbs.) are allowed over the bridge. Clearance between trusses is approximately 15 feet with clearance between wheel guards being 13 feet 8 inches.

This bridge is one of our older bridges and no overloads are allowed. However, this bridge is kept in good condition and we have no reason to believe that it will not carry the Route 22 traffic. Definite plans for replacement have not been made but the bridge is on our replacement programme."

I have considered the evidence and all the representations made in this matter. In my opinion, the application should be granted. The more difficult question is when it should take effect. As mentioned above, National Sea Products asked that the abandonment not be allowed to take place before December 31, 1967. It has amended its plea in this respect to ask that the effective date be not before December 31, 1968.

It is always difficult to determine what consideration should be given to a shipper or other person who has plans in prospect. These plans may never

be realized and meanwhile delay will have caused needless cost to the carrier. In this instance, the shipper has known of this application since the Autumn of 1966. On the other hand, he pleads that a future decision depends on the outcome of certain studies now being made.

In the circumstances, I fix a date of May 1, 1968, before which no abandonment shall take place.

An Order will therefore be made authorizing Cumberland Railway Company to abandon that portion of its line from Broughton Junction to Louisburg at any time after the first day of May 1968, on not less than ninety days' notice to be filed with the Board and posted at the station at Louisburg and at a conspicuous place upon railway property at Broughton Junction.

(Sgd.) H.H. GRIFFIN

Ottawa, July 28, 1967.

I concur:

(Sgd.) W.R. IRWIN

ORDER NO. 125132

FRIDAY, THE 28TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Cumberland Railway Company for abandonment of that portion of its line of railway from Broughton Junction, mileage 26.35, to Louisburg, mileage 38.43, in the Province of Nova Scotia, a distance of 12.08 miles:

File No. 48647.1

UPON hearing the application at a sittings of the Board in Louisburg, Nova Scotia, on May 29, 1967, in the presence of Counsel for the Cumberland Railway Company; George D.D. Lewis, Mayor of Louisburg; R.J. Smith, representing National Sea Products Limited; Gordon Cameron, representing Louisburg Board of Trade; Russell Cunningham, representing citizens of Cape Breton County; Blair Irvine, representing the Brotherhood of Railroad Trainmen, Lodge 684; George MacEachern, representing Cape Breton Labour Council; and Francis O'Neil, in person, and upon reading the submissions filed—

IT IS HEREBY ORDERED UNDER SECTION 168 OF THE RAILWAY ACT AS FOLLOWS:

1. The Cumberland Railway Company is authorized to abandon that portion of its line from Broughton Junction to Louisburg, mileage 26.35 to mileage 38.43, all in the Province of Nova Scotia, at any time after the first day of May 1968, on not less than ninety days' prior notice filed with the Board and posted at the station at Louisburg and at a conspicuous place upon railway property at Broughton Junction.

2. The Cumberland Railway Company shall, within one week from the date on which abandonment has taken place, advise the Board of the date on which such abandonment actually took place.

(SGD) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

The Board of

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Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 124945

THURSDAY, THE 13TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicant", to discontinue passenger train service provided by Mixed Trains 233; 234; 235 and 236 from Charlottetown to Georgetown, in the Province of Prince Edward Island:

File No. 27563.461.

UPON hearing the application at a sittings of the Board held at Charlottetown, Prince Edward Island, on May 25, 1967, in the presence of Counsel for the Canadian National Railways; Mr. John Mulally, representing the Province of Prince Edward Island, and Mr. Ings on his own behalf; and upon reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicants are authorized to discontinue passenger train service provided by Mixed Trains 233; 234; 235 and 236 from Charlottetown to Georgetown, in the Province of Prince Edward Island.

2. The Applicants shall place a notice of such discontinuance in one issue of a newspaper having general circulation in the area served, and shall post copies of the said notice in each station on the said line and file a copy thereof with the Board.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124981

FRIDAY, THE 14TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.

W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways hereinafter called the "Applicants", to discontinue passenger train service provided by Mixed Trains 267 and 268 from Charlottetown to Souris/Elmira, in the Province of Prince Edward Island:

File No. 27563.528.

UPON hearing the application at a sittings of the Board held at Charlottetown, Prince Edward Island, on May 25, 1967, in the presence of Counsel for the Canadian National Railways; Mr. John Mulally, representing the Province of Prince Edward Island, and Mr. Ings on his own behalf; and upon hearing the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicants are authorized to discontinue passenger train service provided by Mixed Trains 267 and 268 from Charlottetown to Souris/Elmira, in the Province of Prince Edward Island.

2. The Applicants shall place a notice of such discontinuance in one issue of a newspaper having general circulation in the area served, and shall post copies of the said notice in each station on the said line and file a copy thereof with the Board.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124982

FRIDAY, THE 14TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.

W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", to discontinue passenger train service provided by Mixed Trains 206; 208; 209 and 211 between Charlottetown and Murray Harbour, in the Province of Prince Edward Island:

File No. 27563.527.

UPON hearing the application at a sittings of the Board held at Charlottetown, Prince Edward Island, on May 25, 1967, in the presence of Counsel for the Canadian National Railways; Mr. John Mulally, representing the Province of Prince Edward Island, and Mr. Ings on his own behalf; and upon reading the submissions filed -

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicants are authorized to discontinue passenger train service provided by Mixed Trains 206; 208; 209 and 211 between Charlottetown and Murray Harbour, in the Province of Prince Edward Island.

2. The Applicants shall place a notice of such discontinuance in one issue of a newspaper having general circulation in the area served, and shall post copies of the said notice in each station on the said line and file a copy thereof with the Board.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124865

FRIDAY, THE 7TH DAY OF
JULY, A.D. 1967.

J.E. DUMONTIER,
Deputy Chief Commissioner.

W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", under section 279(7) of the Railway Act, for an Order authorizing them to carry traffic over that portion of their railway as more particularly described as follows: Commencing at a point of connection with the railway of the Northern Alberta Railways Company, which point is located at mileage 60.6 of the Peace River Subdivision of the Northern Alberta Railways Company in the Province of Alberta, and extending northerly and northeasterly approximately 377 miles in the Province of Alberta and the Northwest Territories to Hay River on the south shore of Great Slave Lake; also a branch line which commences at mileage 368.46 of the previously mentioned line of railway and extending westerly approximately 55 miles to Pine Point, south of the Great Slave Lake, all in the Northwest Territories:

File No. 48914.125

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Applicants are authorized to carry traffic over that portion of their railway as more particularly described as follows: Commencing at a point of connection with the railway of the Northern Alberta Railways Company, which point is located at mileage 60.6 of the Peace River Subdivision of the Northern Alberta Railways Company, in the Province of Alberta, and extending northerly and

northeasterly approximately 377 miles in the Province of Alberta and the Northwest Territories to Hay River on the south shore of Great Slave Lake; also a branch line which commences at mileage 368.46 of the previously mentioned line of railway and extending westerly approximately 55 miles to Pine Point, south of Great Slave Lake, all in the Northwest Territories.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124883

FRIDAY, THE 7TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of The British Yukon Railway Company (White Pass & Yukon Route), under Section 353 of the Railway Act, for authority to amend Tariff G.F.O. No. 803, C.T.C. No. 88, subjecting rates contained therein to limitation of liability; AND IN THE MATTER OF Board's Order No. 124492, dated May 19, 1967, on behalf of The British Yukon Railway Company (White Pass & Yukon Route).

File No. 40615

UPON reading what is filed in support of the application—

IT IS HEREBY ORDERED AS FOLLOWS:

1. Subject to the declaration of value to be furnished by shipper as set out in paragraph D hereof, the Board approves the limitation of liability imposed by the British Yukon Railway (White Pass and Yukon Route) in respect of the rates from Whitehorse, Yukon Territory, to North Vancouver, British Columbia, shown below:

A. On Crude Asbestos Ore Fibre, declared value not exceeding \$50 per 2,000 pounds, carload minimum weight 30,000 pounds, on the total weight shipped by any one shipper during any one year period beginning November 1 and ending October 31, as follows:

On the first 60,000 tons of 2,000 pounds at \$17 per 2,000 pounds	
next 20,000 " " " " "	at \$15 " " "
next 20,000 " " " " "	at \$13.50 " "
excess of 100,000 tons " " "	at \$12 " " "

B. On Zinc Ore and Concentrates, declared value not exceeding \$50 per 2,000 pounds, carload minimum weight 30,000 pounds, when the East St. Louis, Illinois, base price for prime western zinc is:

(i) 11¢ per pound or less	Rate of \$14 per 2,000 pounds
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- (ii) over 11¢ and not over
12¢ per pound.

Rate of \$15 per 2,000 pounds
- (iii) over 12¢ per pound

Rate of \$16 " " "

C. On Ore and Concentrates, Not Otherwise Specified, declared value not exceeding \$50 per 2,000 pounds, carload minimum weight 30,000 pounds
Rate of \$16 per 2,000 pounds.

D. Shipper to furnish declaration of value, as follows:

RATINGS CONDITIONED ON ACTUAL DECLARED VALUATIONS

When value declared by shipper is made a condition of the ratings shown on in this Tariff, the following clause must be entered in full on the shipping order and bill of lading and signed by the shippers;

“‘For the purpose of enabling the carrier to apply the lawful rate, as provided in its Classifications and Tariffs (I) (We) hereby declare the value of the property herein described as..... per and (I) (We) will not present claim for any cause against the carrier on a higher basis of value.’

.....
(Shipper’s Signature)”

2. The Order of the Board numbered 124492, dated May 19, 1967, is hereby rescinded.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124913

TUESDAY, THE 11TH DAY OF
JULY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", under section 153 of the Railway Act, for a recommendation by the Board to the Governor in Council for the sanction of an agreement dated June 12, 1967, between the Applicant Company and The Lake Erie and Northern Railway Company:

File No. 25213

IT IS HEREBY ORDERED AS FOLLOWS:

The said agreement, a duplicate original of which is attached hereto marked "A", is recommended to the Governor in Council for sanction.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124932

THURSDAY, THE 13TH DAY OF
JULY, A.D. 1967

H.H. GRIFFIN,
Asst. Chief Commissioner.

W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railway Company, hereinafter called the "Applicant Company", under section 315 and all other relevant sections of the Railway Act, for an Order authorizing discontinuance of operation of passenger service provided by Trains No. 942; 943; 944 and 945 operating between Montreal and Ste. Gertrude (Montreal North), in the Province of Quebec, a distance of 11.0 miles:

File No. 27563.262.

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant Company is authorized to discontinue operation of its passenger service provided by Trains No. 942; 943; 944 and 945 operating between Montreal and Ste. Gertrude (Montreal North), in the Province of Quebec, a distance of 11.0 miles.

2. The said discontinuance of operation shall not take effect prior to the 31st day of August, 1967, on not less than thirty days' prior notice filed with the Board and posted in the Company's stations on the said line and in the said trains for the information of the public.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124946

FRIDAY, THE 14TH DAY OF
JULY, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF changes in
rate grouping of certain telephone
exchanges of The Bell Telephone
Company of Canada:*

File No. 46638.1

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41, and upon consideration of the representations of the Township of Cornwall, Ont.; the Township of London, Arva, Ont.; Mr. Donald Reid, London, Ont.; the Parish of St. Gabriel de Brandon (Co. Berthier), Que.; the Township of Wexford, (Co. Montcalm), St. Emile, Que.; and of the replies of The Bell Telephone Company of Canada with respect thereto; — and it having been established to the Board's satisfaction that the telephone exchanges set out in this Order and covered by such reports have attained a size which warrants their transfer to the next higher Rate Group, and that no justification exists to maintain them in their present Rate Groups —

IT IS HEREBY ORDERED AS FOLLOWS:

Effective on not less than thirty days' notice by appropriate tariff amendments, The Bell Telephone Company of Canada shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned, to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>		<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Buckhorn,	Ont.	3	4
Ilderton,	"	8	9
London,	"	8	9
Lucan,	"	8A	9
Merrickville,	"	5	6
Nobleton,	"	6	7
North Bay,	"	6	7

<u>Exchange</u>		<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Ste. Marguerite,	Que.	4	5
Thamesford,	Ont.	4	5
Wingham,	"	3	4

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124949

FRIDAY, THE 14TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", under section 153 of the Railway Act, for a recommendation by the Board to the Governor in Council for the sanction of an agreement dated June 12, 1967, between the Applicant Company and the Dominion Atlantic Railway Company:

File No. 18831

IT IS HEREBY ORDERED AS FOLLOWS:

The said agreement, a duplicate original of which is attached hereto marked "A", is recommended to the Governor in Council for sanction.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 124951

FRIDAY, THE 14TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company hereinafter called, the "Applicant Company", under section 153 of the Railway Act, for a recommendation by the Board to the Governor in Council for the sanction of an agreement dated June 7, 1967, between the Applicant Company and The Grand River Railway Company (formerly The Berlin, Waterloo, Wellesley and Lake Huron Railway Company):

File No. 3501

IT IS HEREBY ORDERED AS FOLLOWS:

The said agreement, a duplicate original of which is attached hereto marked "A", is hereby recommended to the Governor in Council for sanction.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125007

MONDAY, THE 17TH DAY OF
JULY, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the applica-
tion of Canadian Standards Associa-
tion for approval of Standard
Specifications S1-1966, for Steel
Railway Bridges, dated September,
1966, on file with the Board under
file No. 1944:*

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The said Standard Specifications S1-1966, for Steel Railway Bridges, of the Canadian Standards Association are approved and declared to be the standard specifications which railway companies are authorized to construct under sections 248 and 251 of the Railway Act, in lieu of Canadian Standards Association S1-1950, being Standard Specifications for steel railway bridges, approved by Order No. 75037, dated August 14, 1950.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125062

MONDAY, THE 24TH DAY OF
JULY, A.D. 1967.

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the applica-
tion of the Canadian National Rail-
ways for authority to discontinue
operation of passenger train service
between Montreal and Cantic, in the
Province of Quebec, a total distance
of 43.6 miles:*

File No. 27563.113

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Canadian National Railways are authorized to discontinue operation of passenger train service between Montreal and Cantic, in the province of Quebec, a total distance of 43.6 miles.

2. The Canadian National Railways shall file with the Board not less than twenty days' prior notice of such discontinuance, and shall post the said notice in the stations on the said line.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125064

MONDAY, THE 24TH DAY OF
JULY, A.D. 1967.

J.E. DUMONTIER,

Deputy Chief Commissioner.

W.R. IRWIN,

Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to discontinue passenger service presently being provided by mixed trains Nos. 286, 287, 288 and 289, operating as follows:

(a) Train No. 287 operating Tuesdays, North Battleford to Medstead via Langham and Blaine Lake Subdivisions, to Speers, then via Robinhood Subdivision to Medstead, returning as Train No. 286 on Tuesday, Medstead to North Battleford via the Hatherleigh Subdivision:

(b) Train No. 289 operating Friday, North Battleford to Medstead via Turtleford, Hatherleigh and Robinhood Subdivisions, returning as Train No. 288 the same day via Robinhood and Blaine Lake Subdivisions:

File No. 27563.272

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicants are authorized to discontinue passenger service presently being provided by mixed trains Nos. 286, 287, 288 and 289, operating as follows:

(a) Train No. 287 operating Tuesdays, North Battleford to Medstead via Langham and Blaine Lake Subdivisions, to Speers, then via Robinhood Subdivision to Medstead, returning as Train No. 286 on Tuesday, Medstead to North Battleford via the Hatherleigh Subdivision.

(b) Train No. 289 operating Friday, North Battleford to Medstead via Turtleford, Hatherleigh and Robinhood Subdivisions, and returning as Train No. 288 the same day via Robinhood and Blaine Lake Subdivisions.

2. The said discontinuance shall take effect with the change in timetable October 29th, 1967, on not less than thirty days' notice filed with the Board and posted at each of the stations involved and in the coaches on the said trains.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125100

WEDNESDAY, THE 26TH DAY OF
JULY, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF tariffs, and
supplements to tariffs, filed under
the provisions of the Maritime Freight
Rates Act, publishing increases in
less-than-carload rates (other than
rates published to meet motor truck
and/or water competition).*

File No. 34822

WHEREAS Section 3(2)(b) of the Maritime Freight Rates Act, R.S.C. 1952, c. 79, provides that the Board may allow increases in tolls or tariffs subject to the provisions of the Act to meet increases in the cost of railway operation in Canada;

AND WHEREAS the Board is satisfied that the cost of railway operation in Canada has increased during the period which has elapsed since the less-than-carload tolls (other than rates published to meet motor truck and/or water competition) subject to the provisions of the Act were last increased;

IT IS HEREBY ORDERED AS FOLLOWS:

The less-than-carload tolls published in the following tariffs (other than tolls published to meet motor truck and/or water competition) made subject to, or incorporating the increases, published in, Canadian Freight Association Tariff of Increased Rates and Charges Tariff No. 85, C.T.C. (F) No. 1750, are approved under Sections 3 and 8 of the Maritime Freight Rates Act, subject to the provisions of subsection 3 of Section 3 of the said Act:

<u>Description of Tariff</u>	<u>Effective Date of Increase</u>	<u>Board File Reference</u>
(1) Filed by the Canadian National Railways:		
(a) Class Rates – C.19-1, C.T.C.(F)E.3901	May 24, 1967	34822.2
(b) Fertilizers – C.J.17-1, C.T.C.(F)E.3920	May 24, 1967	34822.2

<u>Description of Tariff</u>	<u>Effective Date of Increase</u>	<u>Board File Reference</u>
(c) Commodity Distance Rates – C.M.443,C.T.C.(F)E.3952 (Increases incorporated in Columns "A", "D", "N", "Q", "AL" and "AN".)	July 10, 1967	34822.2
(d) Livestock – C.L.29-2, C.T.C.(F)E.3989 (Increases incorporated in Section 3 less-than-carload distance rates).	June 5, 1967	34822.2
(e) Salt – C.M.253-3,C.T.C.(F)E.4040 (Increases incorporated in Section 4 less-than-carload distance rates).	June 5, 1967	34822.2
(f) Mileage Class Rates – C.17-9,C.T.C.(F)E.4090	May 24, 1967	34822.2
(g) Fish – C.M.123-3,C.T.C.(F)E.4095	May 24, 1967	34822.2
(h) Commodities – C.M.73-4,C.T.C.(F)E.4157	May 24, 1967	34822.2
(i) Iron and Steel Articles – C.I.79-2,C.T.C.(F)E.4158	May 24, 1967	34822.2
(j) Class Rates – C.21-1,C.T.C.(F)E.4162	May 24, 1967	34822.2
(2) Filed by the Canadian Pacific Railway Company:		
(a) Various Commodities – E.1360-B,C.T.C.(F)E.5181	May 24, 1967	34822.12
(b) Class and Commodity Rates – E.1700-A,C.T.C.(F)E.5203	May 24, 1967	34822.12
(c) Class Rates – E.2130-B,C.T.C.(F)E.5229	May 24, 1967	34822.12
(d) Class Rates – E.2140-B,C.T.C.(F)E.5230	May 24, 1967	34822.12

<u>Description of Tariff</u>	<u>Effective Date of Increase</u>	<u>Board File Reference</u>
(e) Class and Commodity Rates – E.1780–A,C.T.C.(F)E.5040	May 24, 1967	34822.12
(3) Filed by the Dominion Atlantic Railway Company:		
(a) Commodities – 93–C,C.T.C.(F)1210	June 1, 1967	34822.13
(b) Class Rates – 116–B,C.T.C.(F)1223	June 10, 1967	34822.13
(c) Mileage Class Rates – 114–K,C.T.C.(F)1228	June 10, 1967	34822.13
(4) Filed by the Canadian Freight Association:		
(a) Class Rates – 4–G,C.T.C.(F)1534	May 24, 1967	34822.44
(b) Class and Commodity Rates – 48–A,C.T.C.(F)1544	May 24, 1967	34822.44
(c) Class Rates – 6–A,C.T.C.(F)1640	May 24, 1967	34822.44
(5) Filed by the Cumberland Railway Company:		
(a) Class and Commodity Rates – (S. & L. Ry. series) 147, C.T.C. 183	May 29, 1967	34822.17

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125108

WEDNESDAY, THE 26TH DAY OF
JULY, A.D. 1967

J.E. DUMONTIER
Deputy Chief Commissioner.

W.R. IRWIN,
Commissioner.

*IN THE MATTER OF General
Order No. 0-36 and the Regulations
thereunder governing the design,
location, construction, operation and
maintenance of storage facilities for
Ammonium Nitrate and Ammonium
Nitrate Mixed Fertilizers:*

File No. 40513.20

IT IS HEREBY ORDERED AS FOLLOWS:

1. Sub-paragraph (3) of paragraph 2 of General Order No. 0-36 is amended by adding the word "Sulfur" in the third line the following: Potassium Chloride.

2. Subsection (1) of section 22 of the Regulations under said General Order No. 0-36 is repealed and the following substituted therefor:

(1) (a) Except as provided in (b) of this subsection, bagged Ammonium Nitrate or Ammonium Nitrate Mixed Fertilizers shall be piled at least 12 inches and preferably not less than 30 inches from any wall or partition of the storage facility. The top of the pile shall be at least 3 feet below the roof and supporting roof members.

(b) Notwithstanding the requirements of (a) of this subsection, bagged Ammonium Nitrate or Ammonium Nitrate Mixed Fertilizer may be piled less than 12 inches from a wall or partition if the total approved capacity of the storage facility does not exceed 200 tons and none of the bags is in contact with the aforesaid wall or partition.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125122

THURSDAY, THE 27TH DAY OF
JULY, A.D. 1967.

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of Canadian National Telecom-
munications, and Canadian Pacific
Telecommunications, dated June 27,
1967, for approval of revisions to
joint telegraph message rates between
Canada and the United States:*

File No. 10041.138

UPON reading the submissions filed, notice of the application having been given to the public by means of detailed press releases published in leading daily newspapers throughout Canada, and no objections having been received by the Board to the proposed revisions to joint telegraph message rates between Canada and the United States—

IT IS HEREBY ORDERED AS FOLLOWS:

Contingent upon the going into force of like rates in tariffs filed with the Federal Communications Commission, Supplement No. 8 to Canadian National Telecommunications Tariff C.T.C. (T.G.) No. 136, and Supplement No. 6 to Canadian Pacific Telecommunications Tariff C.T.C. (T.G.) No. 37, are approved, to become effective August 1, 1967, subject to complaint and investigation as provided by the Railway Act.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125131

MONDAY, THE 31ST DAY OF
JULY, A.D. 1967.

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

*IN THE MATTER OF the Board's
"Regulations for the Transportation
of Dangerous Commodities by Rail"
as prescribed and approved by
General Order No. 0-29, dated
February 1, 1965:*

File D.C. 1.2.1

IT IS HEREBY ORDERED AS FOLLOWS:

1. Effective September 15, 1967, the said regulations are amended by substituting or adding the pages on file with the Board under file No. D.C. 1.2.1 as indicated by the 6th revised check sheet pages No. 1 and No. 2 that are also on the said file.

2. The requirements of Rules No. 5, No. 6, No. 8 and No. 11 of Tariff Circular 1A, as authorized by General Order T-2, dated February 1, 1965, and in so far as they apply to the said regulations, are waived.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

SUMMARY OF BOARD ORDERS

(*Denotes Order printed in full)

- 124749 June 21 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 16.41 Rossland Subd. to another crossing at mileage 31.20 Kaslo Subd. B.C.
- 124750 June 21 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 102.10 Kingston Subd. to another crossing at mileage 4.26 Gananoque Spur which junctions the Kingston Subd. at mileage 154.00, Ont.
- 124751 June 21 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Ferry Road, Town of Boston Bar, mileage 125.47 Ashcroft Subd. to another crossing at mileage 117.30 Yale Subd. B.C.
- 124752 June 21 – Approving the location of the proposed 28' x 28' flammable liquid warehouse extension of Imperial Oil Limited, at Eckville, Alta. C.N.R. near mileage 65.7 Brazeau Subd.
- 124753 June 21 – Approving the location of the proposed Anhydrous Ammonia tank car – tank truck transfer operation of Agricultural Chemicals Limited at Napanee, Ont. C.N.R. near mileage 199.25 Kingston Subd.
- 124754 June 21 – Authorizing the C.N.R. to remove the station agent at Glen Robertson, Ont. provided a resident caretaker is appointed.
- 124755 June 22 – Allocating the cost of placing reflective markings on the sides of railway cars of the C.P.R. during the period from January to June, 1966.
- 124756 June 22 – Allocating the cost of placing reflective markings on the sides of railway cars of the C.P.R. during the period from July to December, 1966.
- 124757 June 22 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway structure carrying its track across and over Highway No. 4, Township of Glenelg, County of Grey, Ont. mileage 15.93 Walkerton Subd.
- 124758 June 22 – Amending Order No. 124467 which authorized the Saskatchewan Department of Municipal Affairs to construct a municipal road at grade across the C.P.R. in the NW¼-16-55-12-W3M in the Local Improvement District of Big River No. 974, Sask. mileage 46.5 Meadow Lake Subd.

- 124759 June 22 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Notre Dame Street, at Drummondville, P.Q. mileage 98.72 Drummondville Subd.
- *124760 June 22 – Authorizing the C.N.R. to close the stations and remove the station buildings at Dorchester, Thorndale, Ilderton, Centralia, Hyde Park, Kerwood, Mount Brydges, Newbury and Bothwell, Ont. (See page 395, 57 B.T.C.)
- 124761 June 22 – Authorizing the City of Drumheller, Alta. to construct 11th Street at grade across the C.N.R. at mileage 53.16 Drumheller Subd.
- 124762 June 22 – Exempting the C.N.R. and the C.P.R. from erecting and maintaining right of way fences along the common boundary between the Winchester Subd. (C.P.R.) and the Kingston Subd. (C.N.R.), Town of Dorion, P.Q.
- 124763 June 23 – Amending Order No. 116172 which authorized the installation of automatic protection at the crossing of the C.N.R. and Vavenby Road at Vavenby, B.C. mileage 52.98 Clearwater Subd.
- 124764 June 23 – Amending Order No. 114969 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Oak Bank Access Road, in Dugald, Man., mileage 238.48 Redditt Subd.
- 124765 June 23 – Amending Order No. 117083 which authorized the installation of automatic protection at the crossing of the C.N.R. and the Dalember-Clericy Road, Township of Dufresnoy, P.Q. mileage 34.69 Rouyn Subd.
- 124766 June 23 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages, on its Wynyard Subd., Sask.
- 124767 June 23 – Amending Order No. 117278 which authorized the installation of automatic protection at the crossing of the C.N.R. and North Shore Road, near Lake Cowichan B.C. mileage 74.9 Cowichan Subd.
- 124768 June 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over the Bulkley River, B.C. mileage 58.3 Telkwa Subd.
- 124769 June 23 – Authorizing the City of Regina, Sask. to construct Cornwall Street at grade across the industrial track of the C.N.R. at mileage 0.32 off mileage 1.09 Regina Terminal Subd.

- 124770 June 23 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 0.38 Yorkton Subd. Sask., to another crossing at mileage 27.32 Neepawa Subd. Man.
- 124771 June 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the pedestrian underpass under their tracks at Mimico Station, Town of Mimico, County of York, Ont. mileage 6.76 Oakville Subd.
- 124772 June 23 – Authorizing the C.N.R. to operate their engines, cars and trains over their bridge over Agate Creek, B.C. mileage 57.0 Skeena Subd.
- 124773 June 23 – Assessing the cost of maintenance of the crossing of the C.N.R. and Plug Street in the SE¼-10-29-20-W4M, in the Hamlet of Newcastle, Alta. mileage 51.5 Drumheller Subd. on the City of Drumheller.
- 124774 June 23 – Amending Appendix A to Order No. 104740 with respect to signboards and the marking of such signboards with reflective material at certain highway crossings of the C.P.R.
- 124775 June 23 – Approving By-Law No. (1967) – 6485, enacted by the City of Guelph, Ont. prohibiting the sounding of any engine whistle in respect of certain highway crossings within the limits of the said City.
- 124776 June 23 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Freeport Road (Bell Avenue), Town of Cowansville, P.Q. mileage 5.78 Newport Subd.
- 124777 June 23 – Authorizing the Nova Scotia Department of Highways to construct an overhead bridge to carry Highway No. 3 across and over the C.N.R. at Cranberry Lake, County of Halifax, N.S. mileage 9.43 Chester Subd.
- 124778 June 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Ridge Road, Township of Godmanchester, P.Q. mileage 36.81 Massena Subd.
- 124779 June 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Lansdowne Avenue, at Callander, Ont. mileage 219.65 Newmarket Subd.
- 124780 June 23 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Town Line Road, between the Township Front of Escott and Township Front of Yonge, Ont. mileage 139.30 Kingston Subd.

- 124781 June 23 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and St-Francois Street, Village of St-Pie, P.Q. mileage 16.59 St-Guillaume Subd.
- 124782 June 23 – Authorizing the C.N.R. to make changes to the automatic protection at the crossing of their railway and Robinson Street, City of Granby, P.Q. mileage 15.87 Granby Subd. to minimize unnecessary operation of the signals.
- 124783 June 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the under-track hopper and belt conveyor tunnel under the private siding serving B.A.C.M. (Saskatchewan) Limited, which commences at mileage 7.22 Warman Subd., City of Saskatoon, Sask.
- 124784 June 23 – Amending Order No. 116525 which authorized the installation of automatic protection at the crossing of the C.N.R. and Highway No. 6, in Cap d'Espoir, P.Q. mileage 63.92 Chandler Subd.
- 124785 June 23 – Amending Order No. 118538 which authorized the installation of automatic protection at the crossing of the C.N.R. and McCormick Road in New Richmond, P.Q. mileage 68.76 Cascapedia Subd.
- 124786 June 23 – Amending Order No. 118635 which authorized the installation of automatic protection at the crossing of the C.N.R. and Chapados Road, Municipality of Paspebiac, P.Q. mileage 4.72 Chandler Subd.
- 124787 June 23 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R., first public crossing east of the station at Hinton, Alta. mileage 184.31 Edson Subd.
- 124788 June 23 – Assessing the cost of maintenance of the overhead bridge carrying Indian Road across and over the C.N.R. City of Sarnia, Ont. mileage 58.26 Strathroy Subd. equally on the City of Sarnia and the C.N.R.
- 124789 June 26 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Ste-Brigide Station Road at Ste-Brigide, County of Iberville, P.Q. mileage 10.57 Adirondack Subd.
- 124790 June 26 – Amending Order No. 116765 which authorized the City of Saskatoon to widen Dundonald Avenue where it crosses at grade the C.N.R., City of Saskatoon, Sask. mileage 0.17 Warman Subd. and the Railways to install automatic protection at the said crossing.

- 124791 June 26 – Approving Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and The Lavant Dalhousie Telephone Company Ltd.
- 124792 June 26 – Approving Supplements No. 21 and 22 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of Moore.
- 124793 June 26 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and River Road, one mile west of Albion, Corporation of the District of Maple Ridge, B.C. mileage 101.4 Cascade Subd.
- 124794 June 26 – Authorizing the Township of Lancaster to reconstruct Ross-Ross Sideroad where it crosses the C.N.R. between Lots 31 and 32, in Concession 1, County of Glengarry, Ont. mileage 52.30 Kingston Subd.
- 124795 June 26 – Authorizing the C.P.R. to construct an industrial spur from mileage 0.0 to mileage 6.0, in the County of Terrebonne, P.Q. commencing at mileage 1.76 Ste. Agathe Subd. and crossing at grade Cote St. Louis Road between Lots 502 and 805, Parish of Ste. Therese de Blainville at mileage 1.89; Highway No. 65 between Lots 40, 43 and 35, Parish of Ste. Anne des Plaines at mileage 5.55; the public road in Lot 35 and between Lots 40 and 43, at mileage 5.55; and over the Mascouche River, by means of a bridge, at mileage 5.4.
- 124796 June 27 – Authorizing the C.N.R. to close the crossing of their railway and the public road, between the SE $\frac{1}{4}$ -1-28-29-W3M and the SW $\frac{1}{4}$ -6-28-28-W3M, R.M. of Milton No. 292 Sask. mileage 41.47 Mantario Subd. subject to certain terms and conditions.
- 124797 June 27 – Approving Supplement No. 5 to Traffic Agreement between the Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Dummer.
- 124798 June 27 – Authorizing the C.P.R. to remove the caretaker at Estuary, Sask. mileage 101.6 Empress Subd.
- 124799 June 27 – Authorizing the New York Central System to install automatic protection, in lieu of the existing protection, at the crossing of its railway and Moore Street, City of St. Thomas, Ont. mileage 115.35 Main Line Subd.

- 124800 June 27 – Allocating the cost of relocating revising and maintaining the automatic protection at the crossing of the C.N.R. and Billings Avenue, City of Ottawa, Ont. mileage 5.80 Ottawa Subd.
- 124801 June 27 – Approving Revised Appendix “A” and Supplement Nos. 8 and 9 to Traffic Agreement between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Huron.
- 124802 June 28 – Allocating the cost of maintenance of the crossing of the C.N.R. and the highway at the west end of the Fraser Bridge, B.C. mileage 145.29 Fraser Subd. on the City of Prince George and assessing the cost of maintenance and operation of the automatic protection at the said crossing on the City and the C.N.R. and amending Orders No. 53895 and 102293.
- 124803 June 28 – Amending Order No. 123336 respecting the placing of reflective markings on the sides of railway cars of the C.N.R.
- 124804 June 28 – Exempting the C.N.R. from the application of section 53(1) of General Order E-14 provided that no engines or trains clear the main track at the siding at mileage 11.51 Bala Subd. Ont.
- 124805 June 28 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Normandie Boulevard, City of Farnham, P.Q. mileage 6.88 Adirondack Subd.
- 124806 June 28 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Ste-Emilie Range Road, at Notre-Dame-de-Lourdes, P.Q. mileage 11.51 St-Gabriel Subd.
- 124807 June 28 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Highway No. 2-97, near Nechako Bridge, City of Prince George, B.C. mileage 1.05 Nechako Subd. equally on the City and the Railways.
- 124808 June 28 – Authorizing the Alberta Department of Highways to construct Highway No. 41 at a grade across the C.P.R. between the NE¼-36-22-2-W4M, and the SE¼-1-23-2-W4M, Alta. mileage 7.25 Bassano Subd. and authorizing the Railway to install automatic protection at the said crossing, and to close, within the limits of its right of way, the existing crossing of its railway and the Municipal Road at mileage 7.06 Bassano Subd. Alta.
- 124809 June 28 – Authorizing the C.N.R. to remove the station agents at Ailsa Craig, Bright, Lucan, Park Hill, Ripley, Shakespeare and Tavistock, Ont.

- 124810 June 28 – Amending Order No. 114935 which authorized the installation of automatic protection at the crossing of the C.N.R. and North Shore Road in Lake Cowichan, B.C.
- 124811 June 28 – Amending Order No. 118345 which authorized the C.N.R. to install automatic protection at the crossing of their railway and First Range Road, in Sayabec, P.Q. mileage 75.93 Mont Joli Subd.
- 124812 June 28 – Authorizing the C.P.R. to make changes to its signals between mileage 130.5 Nipigon Subd. and mileage 7.0 Kaministiquia Subd. Ont.
- 124813 June 28 – Authorizing the Township of Vespra, Ont. to reconstruct the Township Road where it crosses the C.P.R. in Lot 13, Concession 7, mileage 65.82 MacTier Subd. and authorizing the Railway to install automatic protection at the said reconstructed crossing.
- 124814 June 28 – Authorizing the Village of Chippawa, Ont. to widen Front Street where it crosses the New York Central System, at mileage 12.65 Niagara Branch.
- 124815 June 28 – Authorizing the Township of Seneca, Ont. to reconstruct Abbey Road where it crosses the C.N.R. mileage 55.18 Dunnville Subd. and to provide clear sight lines at the said crossing.
- 124816 June 28 – Approving the construction of the crossing of the C.N.R. and Manor Street (4th Street East) in the Town of Carlyle, Sask. mileage 37.06 Lampman Subd.
- 124817 June 28 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124818 June 28 – Approving revisions to tariffs filed by British Columbia Telephone Company.
- 124819 June 28 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving MacMillan Bloedel Limited, which crosses at grade 34th Avenue S.E., in the City of Calgary, Alta. opposite mileage 0.45 Highfield Lead No. 3 which commences at mileage 134.91 Drumheller Subd.
- 124820 June 29 – Approving tolls to Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 120336.
- 124821 June 29 – Approving the tolls to tariff filed by the D.A.R. under Section 8 of the M.F.R.A.

- 124822 June 29 – Amending Order No. 114900 which authorized the installation of automatic protection at the crossing of the C.N.R. and Highway No. 16, at Willow River, B.C. mileage 126.62 Fraser Subd.
- 124823 June 29 – Authorizing the Alberta Department of Agriculture to construct a canal across and under the C.P.R. at mileage 34.15 Taber Subd. Alta. as well as a railway bridge to carry the said track over the said canal at that location and authorizing the Railway to construct a temporary diversion of its railway to permit construction of the said bridge.
- 124824 June 29 – Approving the temporary less than standard overhead clearance at the overhead bridge of the C.N.R. between the NE¼ of Section 30 and the SE¼-31-22-6-W2M, City of Melville, Sask. mileage 0.89 Watrous Subd.
- 124825 June 29 – Authorizing the C.P.R. to make changes to its signals on the Nipigon Subd. Ont. between mileage 0.0 and mileage 13.0
- *124826 June 29 – Rescinding authority of Order No. 123051 and requiring the railways to maintain existing effective rates applying on bulk grain, carloads, for export, at the level of rates applying on the 30th day of November, 1960. (See page 406, 57 B.T.C.)
- 124827 June 29 – Rescinding the authority of Order No. 118938 and approving the location of the flammable liquid bulk storage and transfer handling facilities of Imperial Oil Limited at High Level, Alta. near mileage 182.6 Great Slave Lake Railway.
- 124828 June 29 – Authorizing the C.N.R. to construct and maintain a bridge across the Pretty River in Lot 41, 8th Concession, Town of Collingwood, County of Simcoe, Ont. mileage 0.40 of the Pretty River Spur commencing at mileage 30.42 Meaford Subd.
- 124829 June 30 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Pape Avenue, City of Toronto, Ont. mileage 330.96 Kingston Subd.
- 124830 June 30 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Kennedy Road, at Scarborough, Ont. mileage 325.74 Kingston Subd.
- 124831 June 30 – Authorizing the C.N.R. to remove the station agent at Trout Creek, Ont. provided a resident caretaker is appointed.
- 124832 June 30 – Approving the C.P.R. track to service Firestone Tire & Rubber Company of Canada Limited which commences at mileage 6.99 St-Gabriel Subd., in the Town of Joliette, P.Q. and the

C.N.R.'s connecting track with the C.P.R. which commences at mileage 100.48 Joliette Subd. and authorizing the C.P.R. to open for the carriage of traffic the track serving Firestone Tire & Rubber Company of Canada Limited and the C.N.R. to open their connecting track and to operate their engines, cars and trains jointly with the C.P.R.

- 124833 June 30 – Approving tolls to tariff filed by the C.N.R. under section 3 of the M.F.R.A.
- 124834 June 30 – Approving tolls to tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. and rescinding the authority of Orders Nos. 109337, 111310 and 114167.
- 124835 June 30 – Approving tolls to tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- 124836 June 30 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding the authority of Orders Nos. 101157, 108631, 110837 and 112280.
- 124837 June 30 – Authorizing the C.N.R. to make changes to their signals on their Yard Lead at McArthur Junction, in St. Boniface, Man.
- 124838 July 4 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and East Angus Highway at Ross, Township of Westbury, P.Q. mileage 41.63 Megantic Subd.
- 124839 July 4 – Authorizing the C.P.R. to make changes to its signals at certain mileages on the Heron Bay Subd., Ont. and exempting the Railway from the application of section 53(1) of General Order No. E-14 at the main track switches at mileages 21.1 21.29 and 110.22 provided that no engine or train shall clear the main track at the said switches.
- 124840 July 4 – Authorizing the Quebec Department of Roads to realign, widen and improve Lac Edouard Road where it crosses at grade the track of the C.N.R., Municipality of Lac Edouard, County of Chauveau, P.Q. mileage 95.29 Linton Subd.
- 124841 July 4 – Authorizing the C.N.R. to remove the station agent at Ste. Martine, P.Q. provided a resident caretaker is appointed.
- 124842 July 4 – Authorizing the C.N.R. to remove the station agent at Ormstown, P.Q. provided a resident caretaker is appointed.
- 124843 July 4 – Approving the tolls to tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A., rescinding the authority of Order No. 117825 and amending Order No. 117207.

- 124844 July 5 – Authorizing the National Capital Commission to construct a temporary detour road of its Western Parkway at grade across the C.P.R., City of Ottawa, Ont. at mileage 4.48 Carleton Place Subd. and requiring that the National Capital Commission maintain a watchman twenty-four hours a day to protect vehicular movements over the said crossing.
- 124845 July 5 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 58th Avenue South in Calgary, Alta. mileage 3.05 Macleod Subd.
- 124846 July 5 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Dougall Road in Windsor, Ont. mileage 110.34 Windsor Subd.
- 124847 July 5 – Approving the location of the proposed flammable liquid bulk storage and handling facilities of Pacific Petroleum Limited at Prince Albert, Sask. near mileage 160.73 Tisdale Subd. C.N.R.
- 124848 July 5 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and l'Association Gaspesienne de Protection des Forets Limitee, (St. Philippe de Neri Exchange).
- 124849 July 5 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and l'Association Gaspesienne de Protection des Forets Limitee (Ste-Rose du Degele Exchange).
- 124850 July 5 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and l'Association Gaspesienne de Protection des Forets Limitee (Squatteck Exchange).
- 124851 July 5 – Approving toll to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124852 July 5 – Approving tolls to agreed charge tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 124853 July 6 – Authorizing the C.N.R. to construct a temporary track diversion, in the vicinity of mileage 7.7 Sorel Subd. Municipality of Boucherville, County of Chambly, P.Q. to permit construction of a subway.
- 124854 July 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 63 at La Sarre, P.Q. mileage 97.06 Taschereau Subd.

- 124855 July 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St-Leon Street, at St-Tite, P.Q. mileage 7.34 Linton Subd.
- 124856 July 6 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. near Luceville, P.Q. mileage 115.33 Mont Joli Subd.
- 124857 July 6 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at St-Simon, P.Q. mileage 153.13 Mont Joli Subd.
- 124858 July 6 – Authorizing the Quebec Department of Roads to widen Gendron Road where it crosses the C.P.R. in the Municipality of the Parish of St-Francois Xavier-de-Batiscan, County of Champlain, P.Q. mileage 99.74 Quebec Subd.
- 124859 July 6 – Approving the tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 124860 July 6 – Revoking the authority of Orders Nos. 81941, 88260, and 90944 which approved the location of facilities of Imperial Oil Limited for the handling and storage of flammable liquids near the tracks of the C.N.R. at Madison, Sask. mileage 97.8 Elrose Subd.
- 124861 July 6 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Belmont Road, Town of Baker Brook, N.B. mileage 12.38 Monk Subd.
- 124862 July 6 – Authorizing the C.P.R. to remove the caretaker-express agent and to close the station at Primate, Sask. mileage 39.3 Macklin Subd.
- 124863 July 6 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 105 near Wabaskang, Ont. mileage 30.7 Bruce Lake Branch Line.
- 124864 July 6 – Authorizing the C.P.R. to make changes to the signals between Calgary and Exshaw, Alta. mileage 1.5 to mileage 58.0 Laggan Subd. and exempting the railway from the application of Section 53(1) of General Order No. E-14 at the main track switches of the spur tracks at mileages 11.1 and 52.6 Laggan Subd. provided no engines or trains shall clear the main track at the said switches.

- *124865 July 7 – Authorizing the C.N.R. to carry traffic over the Great Slave Lake Railway commencing at a point on the N.A.R. at mileage 60.6, Peace River Subd. in Alberta to Hay River, N.W.T. approximately 377 miles in length and over the branch line which commences at mileage 368.46 and extending westerly approximately 55 miles to Pine Point, N.W.T. (See page 464, 57 B.T.C.)
- 124866 July 7 – Authorizing the Quebec Department of Roads to relocate and widen Ste-Agathe-Val David Road where it crosses the C.P.R. in the Municipality of the Parish of Ste-Agathe, P.Q. mileage 41.65 Ste-Agathe Subd., requiring the Railway to close, within the limits of its right of way, the existing crossing and to install automatic protection at the said relocated crossing.
- 124867 July 7 – Granting leave to the Quebec Natural Gas Corporation to construct an 8-inch high pressure natural gas pipe line across and under the track of the C.N.R.'s Dobell Spur, City of Montreal East, P.Q. at Marien Avenue, mileage 1.40 and at Sherbrooke Street, mileage 0.75.
- 124868 July 7 – Authorizing the Parish of St-Ange-Gardien to improve the sight lines at the crossing of the C.N.R. and Rang St-Casimir Road, County of Rouville, P.Q. mileage 24.19 West Shefford Subd.
- 124869 July 7 – Authorizing the Quebec Department of Roads to widen and realign Old Highway No. 11 where it crosses the C.P.R., Parish of Ste-Agathe, P.Q. mileage 45.53 Ste-Agathe Subd. and requiring the Railway to install automatic protection at the said widened crossing.
- 124870 July 7 – Authorizing the C.P.R. to install flashing light signals and bell, in lieu of the existing protection, and requiring the protection to be manually controlled at the crossing of its railway and Princess Street, City of Chatham, Ont. mileage 63.82 Windsor Subd.
- 124871 July 7 – Authorizing the C.N.R. to remove the station agent at Powassan, Ont. provided a resident caretaker is appointed.
- 124872 July 7 – Authorizing the Quebec Central Railway Company to operate its engines, cars and trains over the bridge over the Plante River, in the Parish of St. Francois, County of Beauce, P.Q. mileage 10.3 Chaudiere Subd.
- 124873 July 7 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 3, at East River, N.S. mileage 40.10 Chester Subd.

- 124874 July 7 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Pleasant Valley Road, Township of Spallumcheen, B.C. mileage 34.95 Okanagan Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing of its railway at mileage .05 Campbell Avenue Spur which junctions at mileage 0.23 with the Shuswap Subd. B.C.
- 124875 July 7 – Authorizing the Ontario Department of Highways to construct Highway No. 49 across the C.N.R.' Marmoraton Mining Company Lead, in Lot 8, Concession 1, northwest of Carrying Place, Township of Hallowell, County of Prince Edward, Ont. mileage 3.42 and requiring the Railways to install automatic protection at the said crossing and to close, within the limits of their right of way, the existing crossing of County Road No. 6 at mileage 3.44 of the said Lead.
- 124876 July 7 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 95.9 Kingston Subd. Ont. to another crossing at mileage 4.35 Gananoque Spur which commences at mileage 154.00 Kingston Subd. Ont.
- 124877 July 7 – Authorizing the C.N.R. to remove the station agent at Sundridge, Ont. provided a resident caretaker is appointed.
- 124878 July 7 – Authorizing the C.N.R. and the C.P.R. to close, within the limits of their rights of way, the existing crossings of their railways and the Township Road between Lots 30 and 31, Concession "B", Township of Brighton, County of Northumberland, Ont. mileage 110.99 Belleville Subd. (C.P.R.) and mileage 240.32 Kingston Subd. (C.N.R.)
- 124879 July 7 – Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding the authority of Order No. 124464.
- 124880 July 7 – Approving the revisions to tariffs filed by the Canadian National Telecommunications.
- 124881 July 7 – Approving the revisions to tariffs filed by the Canadian Pacific Telecommunications.
- 124882 July 7 – Approving the revisions to tariffs filed by the British Columbia Telephone Company.
- *124883 July 7 – Approving Limitation of the Liability imposed by the British Yukon Railway (White Pass and Yukon Route) on rates from

Whitehorse Y.T. to North Vancouver, B.C. on Crude Asbestos Ore Fibre, Zinc Ore and Concentrates, Ore and Concentrates (N.O.S.) and rescinding Order 124492. (See page 466, 57 B.T.C.).

- 124884 July 7 – Authorizing the City of Port Arthur, Ont. to widen Fort William Road where it crosses the C.N.R. at mileage 1.87 Kashabowie Subd. and requiring the Railways to relocate the existing automatic protection to provide for the said widening.
- 124885 July 7 – Authorizing the C.N.R. to remove the station agent at Emsdale, Ont. provided a resident caretaker is appointed.
- 124886 July 7 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Cominco Limited at Gem, Alta. near mileage 11.44 Gem Spur, Rosemary Subd. C.P.R.
- 124887 July 7 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Cominco Limited at Hussar, Alta., near mileage 21.12 Irricana Subd. C.P.R.
- 124888 July 7 – Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- 124889 July 10 – Authorizing the C.P.R. to remove the caretaker and the station building at St. Philippe, P.Q. mileage 31.2 Adirondack Subd.
- 124890 July 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Hallecks Road in the Township of Elizabethtown, Ont. mileage 129.91 Kingston Subd.
- 124891 July 10 – Authorizing the C.P.R. to install automatic protection, in lieu of the existing protection, at the crossing of its railway and Halton County Road No. 1 in Campbellville, Ont. mileage 37.94 Galt Subd.
- 124892 July 10 – Authorizing the C.P.R. and the C.N.R. to close, within the limits of their rights of way, the existing crossings of their railways and the Township Road between Lots 32 and 33 in Concession "B" of the Township of Brighton, being the Town Line Boundary between the Village and Township of Brighton, in the County of Northumberland, Ont. at mileage 111.49 Belleville Subd. and mileage 240.82 Kingston Subd. respectively.
- 124893 July 10 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 9-B north of Rouses Point, New York, mileage 1.18 Rouses Point Subd.

- 124894 July 10 – Authorizing the C.P.R. to make changes to the signals between Burmis and Frank, Alta. mileage 78 to mileage 86 Crowsnest Subd.
- 124895 July 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and L'Avenir Road in South Durham, Drummond County, P.Q. mileage 10.42 St. Hyacinthe Subd.
- 124896 July 10 – Authorizing the Quebec Department of Roads to widen and improve St. Martin Road where it crosses the C.P.R. in the Municipality of the Parish of St. Maurice, County of Champlain, P.Q. at mileage 3.08 Piles Subd.
- 124897 July 10 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Township Road No. 16 (Prestonvale Road), between Lots 33 and 34, Concession 1, Township of Darlington, Ont. mileage 170.07 Belleville Subd.
- 124898 July 10 – Authorizing the Toronto, Hamilton and Buffalo Railway Company to install automatic protection at the crossing of its railway and Sherman Avenue, City of Hamilton, Ont. mileage 2.49 Belt Line Subd.
- 124899 July 10 – Authorizing the City of St. Boniface, Man. to construct Deschambault Street across the C.N.R. at mileage 1.99 St. Boniface Yard Lead, which commences at mileage 149.63 Sprague Subd.
- 124900 July 10 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Glen Levit Road in Flatlands, N.B. mileage 9.40 Mont Joli Subd.
- 124901 July 10 – Dismissing the application of the C.N.R. for authority to remove the station agent and the station building at River John, N.S. mileage 47.3 Oxford Subd.
- 124902 July 10 – Authorizing the C.N.R. to remove the station agent at Utterson, Ont. provided a resident caretaker is appointed.
- 124903 July 11 – Requiring The Bell Telephone Company of Canada and Hydro-Quebec to remove or relocate their facilities to permit the construction of an overhead bridge carrying Highway No. 11 across and over the C.P.R. in Vimont, P.Q. at mileage 0.94 Trois-Rivieres Subd. and revoking the authority of Order No. 121045.
- 124904 July 11 – Authorizing the C.N.R. to install automatic protection at the crossings of their railway at Paisley Street, mileage 30.48 Fergus Subd., Edinburgh Road, mileage 30.45 Fergus Subd., and Aberdeen Street, mileage 30.52 Fergus Subd. all in the City of Guelph, Ont.

- 124905 July 11 – Authorizing the Township of Westmeath to reconstruct the Township Road where it crosses the C.N.R. between Lots 15 and 16, Concession 2, County of Renfrew, Ont., mileage 76.60 Beachburg Subd.
- 124906 July 11 – Authorizing the Township of Westmeath to reconstruct the Township Road where it crosses the C.N.R. between Concessions 2 and 3, Lot 13, County of Renfrew, Ont. mileage 75.55 Beachburg Subd.
- 124907 July 11 – Authorizing the Quebec Department of Roads to realign and widen Montee Ile Cadieux where it crosses the C.P.R. in the Town of Vaudreuil, P.Q. at mileage 3.20 M. & O. Subd. and requiring the Railway to install automatic protection at the said crossing.
- 124908 July 11 – Authorizing the Quebec Department of Roads to widen Fourth Range Road where it crosses the C.P.R. in the Parish of St. Athanase, Iberville County, P.Q. at mileage 16.71 Adirondack Subd. and requiring the Railway to install automatic protection at the said crossing.
- 124909 July 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossings of Bruce County Road No. 6, mileage 49.47 Kincardine Subd. and Bruce County Road No. 7, mileage 49.59 Kincardine Subd., Village of Ripley, Ont. to other crossings of their railway at mileages 55.71 and 64.44 Fergus Subd., Ont.
- 124910 July 11 – Authorizing the Township of Haldimand Ont. to widen Station Road where it crosses the C.N.R., mileage 256.30 Kingston Subd. and the C.P.R., mileage 127.20 Belleville Subd. between Lots 22 and 23, and requiring both Railways to install automatic protection at their respective crossing.
- 124911 July 11 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and sixteen connecting companies.
- 124912 July 11 – Exempting the C.P.R. from publication of notice in newspapers as required by subsection (3) of section 153 of the Railway Act of the agreement dated June 12, 1967 with the Lake Erie and Northern Railway Company.
- *124913 July 11 – Recommending to the Governor in Council for sanction an agreement dated June 12, 1967 between the C.P.R. and The Lake Erie and Northern Railway Company. (See page 468, 57 B.T.C.)

- 124914 July 11 – Amending Order No. 116920 which authorized the Ontario Department of Highways to reconstruct and improve the overhead bridge carrying Highway No. 5 (Dundas Street) across and over the C.P.R., Village of Waterdown, County of Wentworth, Ont. mileage 4.60 Goderich Subd.
- 124915 July 11 – Amending Order No. 119058 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Sand Point Road, in Jordan Falls, N.S. mileage 45.82 Yarmouth Subd.
- 124916 July 11 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and County Road No. 37, Township of Tilbury North, County of Essex, Ont. mileage 83.64 Windsor Subd.
- 124917 July 11 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Provincial Road No. 500, at Hazelridge, Man. mileage 106.59 Keewatin Subd. to another crossing of Highway No. 8 and its Gimli Airport Spur which junctions the Winnipeg Beach Subd. at mileage 56.9, Man.
- 124918 July 11 – Approving the Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and seven connecting companies.
- 124919 July 11 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the County Road in Lot 7, Concession 2, Township of Front of Yonge, United Counties of Leeds and Grenville, Ont. mileage 134.16 Kingston Subd.
- 124920 July 11 – Authorizing the Manitoba Department of Highways to reconstruct Provincial Road No. 336 across the C.P.R. between the SW $\frac{1}{4}$ of Section 10 and the SE $\frac{1}{4}$ -9-3-2-WPM at mileage 59.38 La Riviere Subd.
- 124921 July 11 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at Styal, Alta. mileage 71.97 Edson Subd.
- 124922 July 11 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 14 across the C.N.R. in the SE $\frac{1}{4}$ -8-26-4-W2M, Sask. at mileage 77.67 Tonkin Subd. and requiring the Railways to close, within the limits of their right of way, the existing crossing at grade at mileage 77.63 Tonkin Subd.

- 124923 July 11 – Authorizing the Township of Westmeath to reconstruct the Township Road where it crosses the C.N.R. between Concessions 1 and 2, Lot 16, County of Renfrew, Ont. mileage 76.72 Beachburg Subd.
- 124924 July 11 – Authorizing the C.P.R. to remove the station agent at Senlac, Sask. provided a resident caretaker is appointed.
- 124925 July 11 – Approving Revised Appendix "A" and Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Bruce.
- 124926 July 11 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Bruce.
- 124927 July 12 – Approving the location of the proposed Ammonium Nitrate storage facility of the Wetaskiwin Co-Operative Association Limited at Wetaskiwin, Alta. near mileage 57.1 Leduc Subd., C.P.R.
- 124928 July 12 – Authorizing the Quebec Central Railway Company to operate its engines, cars and trains over the bridge at mileage 9.5 Chaudiere Subd. P.Q.
- 124929 July 12 – Approving the clearances at the overhead chip loader on the C.P.R. siding serving Grand Forks Sawmills Limited at Grand Forks, B.C. mileage 93.4 Boundary Subd. provided that signs indicating less than standard clearances are erected.
- 124930 July 12 – Authorizing the C.N.R. to remove the station agent and the station building at Freetown, P.E.I. mileage 33.8 Kensington Subd.
- 124931 July 12 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. in the Municipality of Portage la Prairie, Man. mileage 58.16 Rivers Subd.
- *124932 July 13 – Authorizing the C.N.R. to discontinue operation of its passenger service provided by Trains No. 942; 943; 944 and 945 operating between Montreal and Ste. Gertrude (Montreal North), P.Q. a distance of 11.0 miles. (See page 469, 57 B.T.C.)
- 124933 July 13 – Dismissing the C.P.R.'s application for authority to remove its caretaker at Success, Sask. and authorizing the railway to remove the station building at Success and to replace it with a small portable shelter.

- 124934 July 13 – Approving the tolls to Agreed Charge tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding the authority of Orders Nos. 110434 and 116102.
- 124935 July 13 – Authorizing the Township of Nepean, Ont. to improve the sight lines by the removal of trees and brush in the southwest angle of the Township Road where it crosses the C.N.R. between Concessions 3 and 4, in Lot 16, mileage 6.62 Smiths Falls Subd.
- 124936 July 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and McBain Street (Carleton County Road No. 9) in Richmond, Ont. mileage 12.89 Smiths Falls Subd.
- 124937 July 13 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Mill Road in the Parish of Westfield, Kings County, N.B. mileage 12.15 McAdam Subd.
- 124938 July 13 – Authorizing the County of Renfrew to realign, widen and improve River Road where it crosses the C.N.R., Town of Pembroke, Ont. mileage 0.37 Pembroke Spur off mileage 86.29 Beachburg Subd. and requiring the Railways to install automatic protection at the said widened crossing.
- 124939 July 13 – Approving Supplements No. 4 and 5 to Traffic Agreement between the Bell Telephone Company of Canada and la Compagnie de Telephone St-Georges de Windsor.
- 124940 July 13 – Declaring the crossing at grade of the C.N.R. and Park Avenue, Town of Trois Pistoles, P.Q. mileage 162.07 Mont Joli Subd. to be a public crossing, authorizing the Town of Trois Pistoles, P.Q. to widen and improve the said crossing and requiring the Railways to install automatic protection at the said crossing.
- 124941 July 13 – Approving the toll to tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- 124942 July 13 – Extending the time within which the automatic protection is to be installed at the crossing of the C.N.R. and Louis Joliette Range Road West, Municipality of Louis Joliette, Dorchester County, P.Q. mileage 198.04 Monk Subd.
- 124943 July 13 – Authorizing the C.N.R. to close the station at Coniston, Ont. for a temporary period while the agent is on his annual vacation.
- 124944 July 13 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Local de Garthby.

- *124945 July 13 – Authorizing the C.N.R. to discontinue passenger train service provided by Mixed Trains 233; 234; 235 and 236 from Charlotte-town to Georgetown, P.E.I. (See page 461, 57 B.T.C.)
- *124946 July 14 – Authorizing The Bell Telephone Company of Canada to make changes in rate grouping of certain telephone exchanges in Buckhorn, Ilderton, London, Lucan, Merrickville, Nobleton, North Bay, Thamesford, Wingham, Ont. and Ste. Marguerite, P.Q. (See page 470, 57 B.T.C.)
- 124947 July 14 – Approving Supplement No. 2 to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de Weedon Inc.
- 124948 July 14 – Exempting the C.P.R. from publication of notice in newspapers as required by subsection (3) of section 153 of the Railway Act of the agreement dated May 12, 1967 with the Dominion Atlantic Railway Company.
- *124949 July 14 – Recommending to the Governor in Council for sanction an agreement dated June 12, 1967, between the C.P.R. and the Dominion Atlantic Railway Company. (See page 472, 57 B.T.C.)
- 124950 July 14 – Exempting the C.P.R. from publication of notice in newspapers and approval of shareholders as required by subsections (1) and (3) of section 153 of the Railway Act of the agreement dated June 7, 1967 with the Grand River Railway Company (formerly The Berlin, Waterloo, Wellesley and Lake Huron Railway Company).
- *124951 July 14 – Recommending to the Governor in Council for sanction an agreement dated June 7, 1967 between the C.P.R. and The Grand River Railway Company (formerly The Berlin, Waterloo, Wellesley and Lake Huron Railway Company). (See page 473, 57 B.T.C.)
- 124952 July 14 – Authorizing the Metropolitan Corporation of Greater Winnipeg to connect and synchronize the traffic signals at the intersection of Archibald Street and Plinquet Street with the automatic protection at the crossing of the railway of the C.P.R. and Plinquet Street, mileage 0.74 Emerson Subd., Man.
- 124953 July 14 – Authorizing the Highways Department of Manitoba to construct the highway at grade across the C.P.R. in the NW¼-26-12-16-WPM, Village of Brookdale, R.M. of North Cypress, Man. at mileage 36.84 Varcoe Subd. and requiring the Railway to close, within the limits of its right of way, the existing crossing at mileage 36.63 Varcoe Subd.

- 124954 July 14 – Authorizing the Highways Department of Manitoba to construct and maintain the highway across the C.P.R. in the NE $\frac{1}{4}$ -29-12-15-WPM, Village of Oberon, R.M. of North Cypress, Man. at mileage 33.43 Varcoe Subd. and requiring the Railway to close, within the limits of its right of way, the existing crossing of its railway and the highway at mileage 33.54 Varcoe Subd.
- 124955 July 14 – Authorizing the City of Regina, Sask. to widen 8th Avenue where it crosses the C.P.R. at mileage 0.09 of the 8th Avenue Industrial Lead.
- 124956 July 14 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Highway No. 20 at Baker Brook Junction, N.B. mileage 11.54 Monk Subd.
- 124957 July 14 – Authorizing the Alberta Department of Highways to reconstruct the Municipal Road where it crosses the Northern Alberta Railways Company between the NE $\frac{1}{4}$ of Section 23 and the SE $\frac{1}{4}$ -26-76-19-W5M, M.D. of Smoky River No. 130, Alta. at mileage 254.2 Slave Lake Subd.
- 124958 July 14 – Authorizing the New Brunswick Department of Public Works to construct and maintain the St. George Overpass to carry Highway No. 1 across and over the C.P.R., Parish of St. George, County of Charlotte, N.B. mileage 45.33 Shore Line Subd. and requiring the Railway to close, within the limits of its right of way, the existing crossing of its railway and the highway at mileage 45.35 Shore Line Subd. and to remove the existing protection.
- 124959 July 14 – Authorizing the C.N.R. to construct and maintain their Prince Albert Pulp Spur Branch Line across the highway at mileage 0.53 and across the highway at mileage 1.10.
- 124960 July 14 – Authorizing the C.N.R. and the C.P.R. to close, within the limits of their rights of way, the crossings of their railways and Macklam Road between Lots 8 and 9, Concession 1, Township of Brighton, County of Northumberland, Ont. mileage 243.65 Kingston Subd. and mileage 114.34 Belleville Subd. respectively and requiring the Railways to maintain farm crossings at the said locations.
- 124961 July 14 – Authorizing the Halifax-Dartmouth Bridge Commission to construct and maintain an overhead bridge between the City of Halifax and the City of Dartmouth, N.S. to carry a highway across and over the C.N.R., City of Halifax, at mileage 1.3 Deepwater Branch and mileage 0.4 Willow Park Branch.

- 124962 July 14 – Authorizing the Alberta Department of Highways to widen Highway No. 9 where it crosses the C.P.R. between the NE $\frac{1}{4}$ of Section 21 and the NW $\frac{1}{4}$ -22-27-26-W4M, near Irricana, Alta. mileage 71.36 Irricana Subd.
- 124963 July 14 – Amending Order No. 124263 which authorized the M.D. of Sturgeon No. 90, Alta. to construct a subway to carry the Municipal Road across and under the C.N.R. north of the NE $\frac{1}{4}$ -23-56-23-W4M at mileage 18.45 Coronado Subd.
- 124964 July 14 – Authorizing the Alberta Department of Highways to construct Highway No. 36 at grade across the C.P.R. between the NW $\frac{1}{4}$ of Section 16 and the NE $\frac{1}{4}$ -17-44-13-W4M, near Killam, Alta. mileage 25.25 Wetaskiwin Subd. and requiring the Railway to relocate the existing protection from the existing crossing at mileage 25.56 Wetaskiwin Subd. and to install same at the new crossing; to close, within the limits of its right of way, the existing crossing. Requiring the crossing to be protected by a flagman, until it is closed.
- 124965 July 14 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. Town of Emerson, Man. mileage 61.80 Letellier Subd.
- 124966 July 14 – Authorizing the Cumberland Railway Company to operate its engines, cars and trains on the siding serving Deuterium of Canada Limited, which leads from mileage 1.4 of Seaboard Siding and across Lake Road at mileage 0.23 of the siding, Town of Glace Bay, N.S. and requiring that all rail movements over the said crossing to be flagged by a member of the train crew.
- 124967 July 14 -- Amending Order No. 120950 which authorized the Ontario Department of Highways to construct a subway to carry Highway No. 403 across and under The Toronto, Hamilton and Buffalo Railway Company east of Stroud Road, City of Hamilton, Ont. mileage 40.0 Waterford Subd. and the railway to construct a temporary track diversion to permit the construction of the said subway.
- 124968 July 14 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 8 where it crosses the C.N.R. between the NW $\frac{1}{4}$ of Section 3 and the NE $\frac{1}{4}$ -4-26-32-W2M, Sask. at mileage 48.69 Tonkin Subd.

- 124969 July 14 – Approving Supplements No. 2 and 3 to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de St-Camille.
- 124970 July 14 – Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Rocky Mountain House, Alta. near mileage 58.08 Alberta Central Subd. C.P.R. and revoking the authority of Orders Nos. 110968, 107321, 91162 and 77645.
- 124971 July 14 – Amending Order No. 122620 which authorized the C.N.R. to replace the beam spans of the bridge crossing Elizabeth Street, Town of Grimsby, Ont. at mileage 27.6 Grimsby Subd.
- 124972 July 14 – Authorizing the C.P.R. to make changes to the signals between mileage 7.5 Thompson Subd. and mileage 0.5 Cascade Subd. Kamloops to North Bend, B.C., exempting the railway from the application of Section 53(1) of General Order No. E-14 at the main track switches on the Thompson Subd. mileages 23.6, 23.7, 47.1, 47.18, 47.58, 47.60, 72.55, 73.15, and 94.72 provided no engine or train shall clear the main track at the said switches and imposing a speed restriction of twenty miles per hour between mileage 120.3 Thompson Subd. and mileage 0.5 Cascade Subd., North Bend.
- 124973 July 14 – Authorizing the C.N.R. to make changes to the signals on their Drummondville Subd. P.Q. and exempting the Railways from the application of section 53(1) of General Order No. E-14 at the main track switch at mileage 60.91 Drummondville Subd. provided no engine or train shall clear the main track at the said switch.
- 124974 July 14 – Authorizing the City of Saskatoon, Sask. to construct King Street across the C.N.R. and the C.P.R. mileage 1.47 of the north industrial lead of the C.N.R. which commences at mileage 5.66 Warman Subd.
- 124975 July 14 – Authorizing the C.P.R. to make changes to the signals between mileage 112.2 and mileage 128.4 Cascade Subd. Coquitlam to Vancouver, B.C., exempting the railway from the application of Section 53(1) of General Order No. E-14 provided no engine or train shall clear the main track at the following switches on the North Main Track at mileages 118.4, 118.5, 119.3, 120.0 and 120.9. South Main Track – at mileages 118.5, 121.4, 122.4 and 123.6. Single Main Track – at mileages 115.0, 115.1 116.1, 125.2 and 125.3 and imposing a speed restriction of

twenty miles per hour between mileages 126.9 and 128.4 on the south main line track.

- 124976 July 14 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 22 where it crosses the C.N.R. between the NE¼ of Section 19 and the SE¼-30-19-31-W1M, Sask. at mileage 230.80 Rivers Subd.
- 124977 July 14 – Approving the changes in the automatic protection at the crossing of the C.N.R. and East Moira Street, Belleville, Ont. mileage 221.14 Kingston Subd.
- 124978 July 14 – Exempting the C.P.R. from erecting and maintaining right of way fences on its Tisdale Subd., Sask. between certain mileages.
- 124979 July 14 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Glenboro Subd. Man. between mileage 127.05 and mileage 127.55.
- 124980 July 14 – Amending Order No. 124033 which allocated the costs of improving the approach grades to Van Sickle Road where it crosses the C.N.R., City of St. Catharines, County of Lincoln, Ont. mileage 12.55 Grimsby Subd. and the installation of automatic protection at the said crossing.
- *124981 July 14 – Authorizing the C.N.R. to discontinue passenger train service provided by Mixed Trains 267 and 268 from Charlottetown to Souris/Elmira, P.E.I. (See page 462, 57 B.T.C.)
- *124982 July 14 – Authorizing the C.N.R. to discontinue passenger train service provided by Mixed Trains 206; 208; 209 and 211 between Charlottetown and Murray Harbour, P.E.I. (See page 463, 57 B.T.C.)
- 124983 July 17 – Approving the extension of the C.N.R. 47th Street Lead across Wentz Avenue at grade to serve Dominion Construction Company Limited (Canfor Limited) at mileage 0.54 of the said Lead, which commences opposite mileage 6.45 Warman Subd. City of Saskatoon, Sask. and authorizing the Railways to operate their engines, cars and trains on the said extension.
- 124984 July 17 – Authorizing the Toronto, Hamilton and Buffalo Railway Company to install automatic protection at the crossing of its railway and Gage Avenue, City of Hamilton, Ont. mileage 0.36 Short Belt Line.
- 124985 July 17 – Amending Order No. 124097 which allocated the cost of improving the approach grades at the crossing of the C.N.R.

and First Street Louth, City of St. Catharines, Lincoln County, Ont. mileage 12.84 Grimsby Subd. and of installing automatic protection at the said crossing.

- 124986 July 17 – Authorizing the Quebec Department of Roads to widen the highway and improve the approach grades where Whittom Road crosses the C.N.R., Township of Hope, P.Q. mileage 5.23 Chandler Subd.
- 124987 July 17 – Requiring the C.N.R. to install and maintain automatic protection at the crossing of their railway and Birmingham Street, City of Hamilton, Ont. mileage 1.85 North and Northwest Spur.
- 124988 July 17 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Sherman Avenue, between Burlington and Gerrard Streets, City of Hamilton, Ont. mileage 1.46 North and Northwest Spur.
- 124989 July 17 – Authorizing the Quebec Department of Roads to widen and improve St. Jules Road where it crosses the C.N.R. Municipality of St. Jules, County of Bonaventure, P.Q. at mileage 57.23 Cascapedia Subd. and requiring the Railways to relocate the automatic protection at the said crossing.
- 124990 July 17 – Approving Traffic Agreement, Alternate Appendix “B” (1967) and Supplement No. 1 between the Bell Telephone Company of Canada and the Dunnville Consolidated Telephone Company Limited (Drayton Settlement).
- 124991 July 17 – Approving Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and the New Union Telephone Company Limited.
- 124992 July 17 – Approving the Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and eighteen connecting companies.
- 124993 July 17 – Approving the new Traffic Agreement and Supplement No. 1 between the Bell Telephone Company of Canada and La Compagnie de Telephone de St-Adrien de Ham.
- 124994 July 17 – Approving the new Traffic Agreement and Alternate Appendix “B” (1967) between the Bell Telephone Company of Canada and La Compagnie de Telephone de Ham Sud.
- 124995 July 17 – Approving the Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and The Robinson Rural Telephone Company Limited.

- 124996 July 17 – Approving Supplement No. 3 to Traffic Agreement between the Bell Telephone Company of Canada and The Robinson Rural Telephone Company Limited.
- 124997 July 17 – Approving Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de Wotton.
- 124998 July 17 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Gerard.
- 124999 July 17 – Approving the changes in the signals on the railway of the Quebec North Shore and Labrador Railway Company, P.Q. between mileage 20 and mileage 40, and between mileage 40 and mileage 60.
- 125000 July 17 – Approving By-law No. 177 of the City of Fredericton, N.B. which prohibits the sounding of engine whistles prescribed by section 311(1) of the Railway Act CNR, CPR.
- 125001 July 17 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway between Concessions 2 and 3, Township of Eramosa, Ont. mileage 43.02 Guelph Subd. and requiring the Railways to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 1.76 Waterloo Subd. (Elmira Branch), Ont.
- 125002 July 17 – Authorizing the City of Sault Ste. Marie, Ont. to reconstruct Black Road where it crosses the C.P.R. at mileage 129.26 Thessalon Subd. and requiring the Railway to relocate and revise the existing automatic protection at the said crossing.
- 125003 July 17 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Frechette Street in Chambly, P.Q. mileage 44.94 Granby Subd.
- 125004 July 17 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway eight miles south of King, Ont. mileage 21.9 Newmarket Subd.
- 125005 July 17 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Labbe Street in Victoriaville, P.Q. mileage 54.35 Danville Subd.
- 125006 August 21 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Ontario Hospital Drive, London, Ont. mileage 111.93 Galt Subd.

- *125007 July 17 – Approving Standard Specifications S1-1966 for Steel Railway Bridges of the Canadian Standards Association under which railway companies are authorized to construct under sections 248 and 251 of the Railway Act, steel railway bridges. (See page 474, 57 B.T.C.)
- 125008 July 17 – Authorizing the C.N.R. to remove the station agent and the station building at Miscouche, P.E.I. mileage 5.1 Tignish Subd.
- 125009 July 18 – Authorizing the National Capital Commission to construct and maintain a temporary connecting track from mileage 7.24, C.N.R., Ottawa Subdivision to mileage 3.15, C.P.R., Prescott Subd. at Ellwood Diamond, City of Ottawa, Ont. requiring a switch tender be on duty at all times to handle the manual switches and imposing a speed restriction of fifteen miles per hour between the governing signals of the said interlocking.
- 125010 July 18 – Approving the proposed location of Canadian Industries Ltd. for the storage of not more than twenty tank cars of liquid Caustic Soda, (Sodium Hydroxide) on a railway siding at Campbellton, N.B. mileage 1.11 Mont Joli Subd. C.N.R.
- 125011 July 18 – Authorizing the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 2 across and over the C.N.R., City of Kingston, Ont. mileage 176.29 Kingston Subd. eliminating an existing level crossing and to temporarily divert Highway No. 2 at grade across the C.N.R., requiring the Railways to relocate the existing automatic protection from the existing crossing to the temporarily diverted crossing and upon completion of the structure to close within the limits of their right of way the temporary crossing and remove the automatic protection therefrom.
- 125012 July 18 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Road No. 2 in Stephenson Township, 2.6 miles south of Utterson, Ont. mileage 132.8 Newmarket Subd.
- 125013 July 18 – Dismissing the application of the C.N.R. for authority to remove the station agent at Krydor, Sask. mileage 73.86 Blaine Lake Subd.
- 125014 July 18 – Authorizing the C.P.R. to remove the caretaker at Sovereign, Sask. mileage 31.2 Kerrobert Subd.
- 125015 July 18 – Approving revisions to tariffs filed by the Bell Telephone Company of Canada.

- 125016 July 18 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway in St. Johns, P.Q. mileage 21.97 Adirondack Subd.
- 125017 July 18 – Authorizing the C.P.R. to remove the caretaker and the station building at Wickham, P.Q.
- 125018 July 18 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the Township Road in the Township of Murray, Ont. mileage 233.67 Kingston Subd.
- 125019 July 18 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Boundary Road between the Township of Williamsburg and the Township of Osnabruck, Ont. mileage 85.3 Kingston Subd.
- 125020 July 18 – Authorizing the United Counties of Stormont, Dundas and Glengarry, Ont. to reconstruct County Road No. 16 where it crosses the C.P.R. between Lots 12 and 13, Concession 3, Township of Roxborough, County of Stormont, Ont. at mileage 63.77 Winchester Subd.
- 125021 July 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Dwyer Hill Road in Ashton, Ont. mileage 21.06 Carleton Place Subd.
- 125022 July 18 – Revoking authority of Orders Nos. 75022 and 84046 which approved the location of facilities of C.N.R. for the handling and storage of flammable liquids near their tracks at Wainwright, Alta.
- 125023 July 18 – Revoking the authority of Orders Nos. 75547 and 85291 which approved the location of facilities of C.N.R. for the handling and storage of flammable liquids near their tracks at Boston Bar, B.C.
- 125024 July 18 – Revoking authority of Orders No. 74295 and No. 84064 which approved the location of facilities of the C.N.R. for the handling and storage of flammable liquids near their tracks at Edson, Alta.
- 125025 July 18 – Authorizing the C.P.R. to remove the subway carrying Simonds Street across and under its track, City of Saint John, N.B. at mileage 0.49 McAdam Subd. and replace it with an earth embankment.
- 125026 July 19 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Swan Valley Consumers Cooperative Limited at Birch River, Man. near mileage 21.4 Erwood Subd. C.N.R.

- 125027 July 19 – Amending Order No. 99025 which authorized the City of Corner Brook, Nfld. to divert the highway along the south side of the C.N.R. from approximately mileage 409.71 to approximately mileage 409.56 Port aux Basques Subd.
- 125028 July 19 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Creston, B.C. near mileage 67.59 Nelson Subd. C.P.R.
- 125029 July 19 – Authorizing the C.P.R. to reconstruct the bridge at mileage 15.6 Ignace Subd. Ont. and authorizing the railway to operate its engines, cars and trains over the said bridge during the period of reconstruction.
- 125030 July 19 – Authorizing the C.P.R. to reconstruct the bridge carrying its railway across the Osaquan River in the Province of Ontario, mileage 5.4 Ignace Subd. and authorizing the railway to operate its engines, cars and trains over the said bridge during the period of reconstruction.
- 125031 July 19 – Authorizing the Township of Tyendinaga, Ont. to reconstruct Wyman's Road where it crosses the C.N.R. between Lots 22 and 23, Concession 2, County of Hastings, at mileage 209.03 Kingston Subd.
- 125032 July 19 – Amending Order No. 124568 which authorized the City of Nelson, B.C. to construct Ward Street across and over the C.P.R. by means of an overhead bridge mileage 137.33 Nelson Subd.
- 125033 July 19 – Rescinding authority of Order No. 117374 and authorizing the City of Edmonton, Alta. to construct the east lane of 149th Street across the C.N.R. at mileage 5.88 "B" Line Edmonton Terminal Subd. and requiring the Railways to install automatic protection at the said crossing.
- 125034 July 19 – Amending Order No. 113922 which authorized the British Columbia Department of Highways to construct an overhead bridge to carry Highway No. 16 across and over the C.N.R. near the Village of Seaton, B.C. at mileage 28.80 Bulkley Subd.
- 125035 July 19 – Authorizing the City of Red Deer, Alta. to construct 77th Street across the C.N.R. at mileage 3.37 Red Deer Industrial Lead.
- 125036 July 19 – Authorizing the British Columbia Department of Highways to construct a deviation of Highway No. 3B across the C.P.R.

and under the bridge carrying the track of the C.P.R. over Trail Creek, B.C. at mileage 19.7 Rossland Subd. which will be an improvement of the existing subway at mileage 19.72 Rossland Subd. and to close the existing subway and divert Trail Creek from its existing location to pass under the railway.

- 125037 July 19 – Authorizing the C.N.R. to reconstruct the bridge at mileage 140.8 Ruel Subd. Ont. and authorizing the railways to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- 125038 July 19 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and Telebec Inc.
- 125039 July 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and York Mills Road, Township of North York, Ont. mileage 11.2 Bala Subd.
- 125040 July 19 – Authorizing the C.N.R. to construct a temporary diversion of their Rivers Subd. between mileage 59.14 and mileage 60.16, Man. and exempting the railways from the application of Section 53(1) of General Order No. E-14 at the temporary main line switches at mileage 59.14 and mileage 60.16 Rivers Subd., provided no engine or train shall clear the main track at the said switches.
- 125041 July 19 – Authorizing the Highways Department of Manitoba to widen and improve Highway No. 6 where it crosses the C.N.R. near Gordon, Man. mileage 12.84 Oak Point Subd. and requiring the Railways to relocate the existing protection to provide for the said widening of the highway.
- 125042 July 19 – Authorizing the County of Hastings, Ont. to construct County Road No. 5 across the C.N.R. near Foxboro, Township of Thurlow, at mileage 6.50 Campbellford Subd. and requiring the Railways to close, within the limits of their right of way, the existing crossing of their railway and the highway at mileage 6.53 Campbellford Subd. Ont.
- 125043 July 19 – Authorizing the C.P.R. to construct a temporary diversion of its Thompson Subd. on a temporary bridge across the highway near Lytton, B.C. to permit the reconstruction and improvement of the subway at mileage 95.32 Thompson Subd. and to replace its track to its permanent location on the subway and remove the temporary diversion and the temporary bridge.

- 125044 July 20 – Approving the location on the C.N.R.'s right of way of the flammable liquid transfer facilities of Imperial Oil Limited, at Hay River, Northwest Territories, and revoking the authority of Order No. 117760.
- 125045 July 20 – Amending Order No. 124882 which approved tariffs filed by the British Columbia Telephone Company.
- 125046 July 20 – Authorizing the C.P.R. to install an interlocking plant at the crossing of its Falconbridge Branch Line at mileage 6.42 and the slag track of the Falconbridge Nickel Mines near Falconbridge, Ont. and imposing a speed restriction of ten miles per hour when passing the governing signal and when within the limits of the said interlocking.
- 125047 July 19 – Authorizing the Quebec Department of Roads to reconstruct and improve the overhead bridge carrying St. Louis Road across and over the C.N.R., Municipality of the Parish of St. Felix du Cap Rouge, County of Louis-Hebert, P.Q. at mileage 5.61 Bridge Subd. and approving the temporary overhead clearances at the overhead bridge provided that signs indicating less than standard clearances are erected.
- 125048 July 20 – Authorizing the County of Huron, Ont. to widen and improve County Road No. 3 where it crosses the C.N.R. Village of Brucefield, at mileage 39.10 Exeter Subd.
- 125049 July 20 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 8 where it crosses the C.N.R. between the SE¼ of Section 9 and the SW¼-10-26-32-W2M at Wroxton, Sask. mileage 37.62 Rhein Subd.
- 125050 July 20 – Authorizing the British Columbia Department of Highways to construct Thrums Road across the C.P.R. B.C. at mileage 18.75 Boundary Subd.
- 125051 July 20 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Wentworth Street in Hamilton, Ont. mileage 1.85 Hagersville Subd.
- 125052 July 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge crossing the Snake River in Lot 29, Concession 8, Township of Elderslie, County of Bruce, Ont. mileage 40.8 Owen Sound Subd.
- 125053 July 20 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway across and over its right of way and track near Florenceville, Parish of Peel, County of Carleton, N.B. at mileage 75.46 Shogomoc Subd.

- 125054 July 20 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway across and over its right of way and track at Grand Falls, N.B. mileage 20.29 Edmundston Subd.
- 125055 July 20 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Kruger Pulp and Paper Company Limited at grade across Place Turcot Street, City of Montreal, P.Q. at mileage 0.01 of the said siding which commences at mileage 0.44 Turcot Holding Spur off mileage 4.04 Montreal Subd.
- 125056 July 20 – Approving the relocation of the siding serving Sarnia Elevator Company across Nelson Street, mileage 0.02, and Front Street, mileage 0.07 of the said siding which commences at mileage 2.22 Point Edward Spur, City of Sarnia, Ont. and requiring the C.N.R. to relocate the existing northwest signal from the former crossing at mileage 0.07 Elevator Spur to the relocated crossing at Front Street and to install automatic protection at the crossing, and requiring that all rail movements be flagged by a member of the train crew until protection is installed.
- 125057 July 20 – Approving the clearances on the C.N.R. siding serving Pillsbury Canada Limited in the Town of Midland, County of Simcoe, Ont. mileage 75.51 Midland Subd. provided that signs indicating less than standard clearances are erected.

NOV 28 1967

PAMPHLET NO. 17

AUGUST 1967

The Board of

Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

ORDER NO. 125147

TUESDAY, THE 1ST DAY OF
AUGUST, A.D. 1967.

H.H. GRIFFIN,
Asst. Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to abandon that portion of their Sunny Brae spur, in the Province of Nova Scotia, from mileage 12.60 to end of steel at mileage 25.37, a total distance of 12.77 miles:

File No. 39310.75

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Applicants are authorized, under section 168 of the Railway Act, to abandon that portion of their Sunny Brae spur, in the Province of Nova Scotia, from mileage 12.60 to end of steel at mileage 25.37, a total distance of 12.77 miles.

(SGD.) H.H. GRIFFIN,
Assistant Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125186

WEDNESDAY, THE 9TH DAY OF
AUGUST, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

*IN THE MATTER OF the applica-
tion of Mr. Edwin E. Lindberg, Fort
Simpson, N.W.T., for a licence under
section 10 of the Transport Act:*

File No. 42076.58

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (W.T.) 461 is issued to Mr. Edwin E. Lindberg, Fort Simpson, N.W.T., for the year 1967 licensing the following ships, namely:

<u>Vessel Name</u>	<u>Small Vessel Licence No.</u>	<u>Gross Tonnage</u>
M/V "Anna II"	2H-14350	20 (estimated)
	<u>Official Registry No.</u>	
Barge "L No. 2"	193260	68.63 tons

to transport goods by water on the Mackenzie River Watershed between Fort Providence, N.W.T. and Fort Simpson, N.W.T. only.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125259

WEDNESDAY, THE 16TH DAY OF
AUGUST, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.

W.R. IRWIN,
Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF General Order
No. E-5, Regulations Respecting
the Construction, Reconstruction and
Improvement of Grade Separations:*

File No. 11026.79

IT IS HEREBY ORDERED AS FOLLOWS:

General Order No. E-5 is amended by adding after clause 10 the following clauses:

10A. Unless otherwise ordered by the Board, the cost of the reconstruction and improvement of a grade separation

(a) that was in existence on June 28, 1955; and

(b) in respect of which the railway company prior to such reconstruction and improvement contributed towards the cost of construction and the cost of maintenance or either of them;

shall be apportioned pursuant to the following formula adopted by the Board:

(1) Fifty per cent or \$250,000.00, whichever is the lesser, payable from The Railway Grade Crossing Fund;

(2) twelve and one-half per cent or \$62,500.00, whichever is the lesser, payable by the railway company; and

(3) the balance payable by the highway authority.

10B. When the cost of reconstruction and improvement of a grade separation is apportioned in accordance with the formula in Clause 10A of this Order, the cost of future maintenance of the said grade separation, unless otherwise ordered by the Board, shall be borne as follows:

(1) All costs of maintenance of an overhead bridge shall be borne by the highway authority;

(2) (a) all costs of maintenance of the substructure and superstructure of a subway shall be borne by the railway company;

- (b) all other costs of maintenance of a subway, including the cost of maintaining the approaches, road surface, sidewalks, drainage and lighting, shall be borne by the highway authority.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125271

THURSDAY, THE 17TH DAY OF
AUGUST, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF the application of the Canadian National Railways under Section 353 of the Railway Act for authority to publish rate of \$18.84 per ton of 2,000 pounds, subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C. (F) 746, on Copper and Lead Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Flin Flon, Man. to East Helena, Mont., subject to valuation not exceeding \$100.00 per ton of 2,000 pounds.

File No. 40615.10

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

The Canadian National Railways are authorized to publish a rate of \$18.84 per ton of 2,000 pounds, subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C.(F) 746, on Copper and Lead Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Flin Flon, Man. to East Helena, Mont., subject to valuation not exceeding \$100.00 per ton of 2,000 pounds.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125316

**TUESDAY, THE 22ND DAY OF
AUGUST, A.D. 1967**

J.E. DUMONTIER,
Deputy Chief Commissioner.
A.S. KIRK,
Commissioner.

IN THE MATTER OF Order No. 124865, dated July 7, 1967, authorizing the Canadian National Railways to carry traffic over that portion of their railway as more particularly described as follows: Commencing at a point of connection with the railway of the Northern Alberta Railways Company, which point is located at mileage 60.6 of the Peace River Subdivision of the Northern Alberta Railways Company in the Province of Alberta, and extending northerly and north-easterly approximately 377 miles in the Province of Alberta and the Northwest Territories to Hay River on the south shore of Great Slave Lake; also a branch line which commences at mileage 368.46 of the previously mentioned line of railway and extending westerly approximately 55 miles to Pine Point, south of the Great Slave Lake, all in the Northwest Territories:

File No. 48914.125

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

Order No. 124865, dated July 7, 1967, is amended by striking out the words “extending westerly approximately 55 miles to Pine Point” in the heading and in the operative part of the said Order and substituting therefor the following: extending easterly approximately 55 miles to Pine Point.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125356

THURSDAY, THE 24TH DAY OF
AUGUST, A.D. 1967

J.E. DUMONTIER,
Deputy Chief Commissioner,
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority to abandon that portion of its Carleton Place Subdivision between mileage 1.4 and mileage 8.1, in the Province of Ontario:

AND IN THE MATTER OF the speed of trains between mileage 0.00 and mileage 1.4, in the Province of Ontario:

File No. 39309.68

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant Company is authorized to abandon that portion of its Carleton Place Subdivision between mileage 1.4 and mileage 8.1, in the Province of Ontario.

2. No engine, car or train of the Applicant Company shall exceed a speed of fifteen miles per hour between mileage 0.00 and mileage 1.4 Carleton Place Subdivision in the Province of Ontario.

(SGD.) J.E. DUMONTIER,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING DEPARTMENT, JUNE, 1967.

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	313	14	336
Level Crossing Accidents.....	29	17	34
	<u>342</u>	<u>31</u>	<u>370</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	114
Employees.....	2	209
Others	29	47
	<u>31</u>	<u>370</u>

Of the 29 accidents at Highway Crossings, 19 occurred where standard railway crossing signs are located, 10 where additional forms of protection are in use, 26 after Sunrise and 3 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

(*Denotes Order printed in full)

- 125058 July 21 - Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone de Henryville Enrg.
- 125059 July 21 - Approving Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and The Clarence Telephone Company Limited.
- 125060 July 21 - Revoking the authority of Orders Nos. 56461, 76076 and 83213 which approved the location of facilities of North Star Oil Limited for the handling and storage of flammable liquids near the tracks of the C.N.R. at Aylsham, Sask.
- 125061 July 21 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and three connecting companies.
- *125062 July 24 - Authorizing the C.N.R. to discontinue operation of passenger train service between Montreal and Cantic, P.Q. (See page 475, 57 B.T.C.)
- 125063 July 24 - Approving the changes to the automatic protection at the crossing of the C.N.R. and Jeanne D'Arc Street in Montreal, P.Q. mileage 9.49 Longue Pointe Subd.
- *125064 July 24 - Authorizing the C.N.R. to discontinue passenger service presently being provided by mixed trains Nos. 286, 287, 288 and 289 operating between North Battleford to Medstead, Sask. (See page 476, 57 B.T.C.)
- 125065 July 24 - Approving the changes to the automatic protection at the crossing of the C.P.R. and the highway at mileage 84.46 Crowsnest Subd., Alta.
- 125066 July 24 - Approving the changes in the automatic protection at the crossings of the C.N.R. and Ontario and Valois Streets in Montreal, P.Q. mileage 9.70 Longue Pointe Subd.
- 125067 July 24 - Authorizing the C.P.R. to open for the carriage of traffic the branch line serving Allan Potash Mines Limited 4.28 miles in length commencing at mileage 83.12 Sutherland Subd. Sask. and an east wye connection approximately 1,013 feet in length and approving the deviation of the branch line and the crossings at grade across the Municipal Roads at mileages 2.61 and 3.57 of the said branch line.

- 125068 July 24 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 51 at Les Etroits, P.Q. mileage 34.43 Monk Subd.
- 125069 July 24 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving John Wyeth & Brother (Canada) Limited which crosses Chesswood Drive at grade at mileage 0.21 of the said siding, which commences at mileage 11.33 Newmarket Subd. Township of North York, Ont.
- 125070 July 24 – Approving the clearances on the siding serving the plywood plant of Eddy Match Company Limited at Nelson, B.C. opposite mileage 135.8 Nelson Subd. provided that signs indicating less than standard clearances are erected.
- 125071 July 24 – Approving tolls to tariff filed by the Dominion Atlantic Railway Company under sections 3 and 8 of the M.F.R.A.
- 125072 July 24 – Approving tolls to tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 125073 July 24 – Approving tolls to tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 125074 July 24 – Approving toll to tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 125075 July 24 – Approving tolls to tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- 125076 July 24 – Approving tolls to tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A.
- 125077 July 24 – Approving toll to tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A.
- 125078 July 24 – Approving toll to tariff filed by the Canadian Freight Association under section 8 of the M.F.R.A.
- 125079 July 24 – Approving toll to tariff filed by the Canadian Freight Association under section 8 of the M.F.R.A.
- 125080 July 24 – Approving tolls to tariff filed by the Canada and Gulf Terminal Railway Company under section 8 of the M.F.R.A.
- 125081 July 25 – Authorizing the C.N.R. to remove the caretaker at Desmaraisville, P.Q. mileage 17.1 Opemisca Subd.
- 125082 July 25 – Authorizing the C.N.R. to remove the caretaker at Vassar, Man. mileage 68.6 Sprague Subd.

- 125083 July 25 – Approving Appendix “A” and Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Locale de Ham Nord.
- 125084 July 25 – Authorizing the Township of Huntingdon, Ont. to improve the vision at the crossing of the Township Road and the C.P.R. between Lots 10 and 11, Concession 8, at mileage 70.33 Havelock Subd.
- 125085 July 25 – Authorizing the Township of Oneida, Ont. to improve the sight lines at the crossing of the C.N.R. and 5th Line Road between Concessions 5 and 6, at mileage 20.32 Hagersville Subd.
- 125086 July 25 – Authorizing the C.P.R. to install automatic protection in lieu of the existing protection, to the left of the approaches to the crossing of its railway and Ontario Hospital Drive in London, Ont. mileage 111.93 Galt Subd.
- 125087 July 25 – Authorizing the Township of Foley, Ont. to reconstruct Otter Lake Road where it crosses the C.P.R., District of Parry Sound, at mileage 17.20 Parry Sound Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125088 July 25 – Approving Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and The New Union Telephone Company Limited.
- 125089 July 26 – Authorizing the C.N.R. to improve the vision at the crossing of their railway and the Township Road between Lots 27 and 28, Concession 7, Township of Collingwood, County of Grey, Ont. mileage 41.60 Meaford Subd.
- 125090 July 26 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge crossing Quartz Creek at Beaver-mouth, B.C. mileage 62.9 Mountain Subd.
- 125091 July 26 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway (Amherst By-Pass) across and over their right of way in the County of Cumberland, N.S. at mileage 75.00 Springhill Subd.
- 125092 July 26 – Amending Order No. 113444 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Ste. Julie Road in Ste. Anne de Varennes, P.Q. mileage 12.47 Sorel Subd.

- 125093 July 26 – Authorizing the C.N.R. to remove the station agent at Howick, P.Q. provided a resident caretaker is appointed.
- 125094 July 26 – Authorizing the Township of Guelph, Ont. to widen to thirty-two feet Speedvale Avenue where it crosses the C.N.R. at mileage 54.06 Guelph Subd.
- 125095 July 26 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Estevan Subd. between mileage 62.81 and mileage 63.86 in the Province of Saskatchewan.
- 125096 July 26 – Authorizing the C.P.R. to operate its engines, cars and trains under the pedestrian overpass at mileage 7.42 Victoria Subd. B.C.
- 125097 July 26 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their track over the highway in the Village of Holmesville, Township of Goderich, County of Huron, Ont., mileage 37.1 Goderich Subd.
- 125098 July 26 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge crossing the Cedar River, District of Thunder Bay, Ont. mileage 33.9 Heron Bay Subd.
- 125099 July 26 – Amending Order No. 119605 which authorized the C.N.R. to construct a wye track at grade across Church's Lane, City of Niagara Falls, Ont. in the vicinity of mileage 2.63 Grimsby Subd.
- *125100 July 26 – Approving increases in less-than-carload tolls in certain Tariffs filed by the Canadian Freight Association, the C.N.R., C.P.R., D.A.R. and Cumberland Railway Company under Sections 3 and 8 of the M.F.R.A. to meet increases in the cost of railway operation in Canada. (See page 478, 57 B.T.C.)
- 125101 July 26 – Authorizing the C.P.R. to remove the signals at the interlocking of the Grand River Railway Company at mileage 2.05 Waterloo Subd. and the C.N.R. at mileage 17.3 Fergus Subd. and to install in lieu thereof stop signs and requiring the replacement of the existing derail pipe-connected with the switch located on the C.N.R.'s track, with a manually operated derail to be operated by C.N.R.'s employees.
- 125102 July 26 – Authorizing the C.P.R. to relocate the controls of the Walkerville Junction interlocking with The Chesapeake and Ohio

Railway Company mileage 108.12 Windsor Subd. and the Lakeshore interlocking with the Essex Terminal Railway Company mileage 109.87 Windsor Subd. to the Windsor Yard office, Windsor, Ont. and to make signal changes and requiring that no train or engine of the Essex Terminal Railway Company exceed a speed of fifteen miles per hour and no eastward train or engine of The Chesapeake and Ohio Railway Company to exceed a speed of ten miles per hour when approaching the said crossing and when passing the governing approach signals.

- 125103 July 26 – Amending Order No. 119912 which authorized the Town of St. Felicien, P.Q. to widen Ste. Anne Street where it crosses the C.N.R. at mileage 29.17 Roberval Subd.
- 125104 July 26 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and Highway No. 653 (formerly Renfrew County Road No. 7), Ont. mileage 67.73 Chalk River Subd. equally between the C.P.R. and the Ontario Department of Highways.
- 125105 July 26 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 52.10 Cayuga Subd. Ont. to another crossing of their railway and Egerton Street, City of London, Ont. mileage 0.20 Racecourse Yard track which commences at mileage 76.62 Dundas Subd.
- 125106 July 26 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Wellington Street, St. Thomas, Ont. mileage 15.8 Talbot Subd.
- 125107 July 26 – Authorizing the County of Lambton, Ont. to reconstruct County Road No. 4 (Hill Street) where it crosses The Chesapeake and Ohio Railway Company, Village of Corunna, at mileage 65.94 No. 2 Subd. and requiring the Railway to relocate and revise the existing protection at the said crossing.
- *125108 July 26 – Amending Sub-paragraph (3) of paragraph 2 of General Order No. 0-36 and repealing Subsection (1) of Section 22 of the Regulations under said Order which governs the design, location, construction, operation and maintenance of storage facilities for Ammonium Nitrate and Ammonium Nitrate Mixed Fertilizers. (See page 481, 57 B.T.C.)

- 125109 July 26 – Authorizing the C.P.R. to remove the station agent and the station building at Fraser Mills, B.C., mileage 4.9 Westminster Subd.
- 125110 July 26 – Dismissing the application of the C.P.R. for authority to remove the station agent and appoint a caretaker-express agent at Arden, Man. mileage 50.9 Minnedosa Subd.
- 125111 July 26 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway structure carrying its tracks across and over Harrison Street, City of Saint John, N.B. mileage 0.65 McAdam Subd.
- 125112 July 26 – Authorizing the Quebec Department of Roads to widen and improve Lac Pierre-Paul Road where it crosses the C.N.R., Municipality of St-Tite Parish, Laviolette County, P.Q. mileage 8.44 Linton Subd. and requiring the Railways to install automatic protection at the said crossing.
- 125113 July 26 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Fraser Road, Township of Charlottenburgh, Ont. mileage 56.65 Kingston Subd.
- 125114 July 27 – Authorizing the C.N.R. to remove the station agent at Brigus, Nfld. provided a resident caretaker is appointed.
- 125115 July 27 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Drummond Street in Perth, Ont. mileage 12.20 Belleville Subd.
- 125116 July 27 – Approving Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and the Eastern Community Telephone Company Limited (Yarker Exchange).
- 125117 July 27 – Approving Supplement No. 11 to Traffic Agreement between the Bell Telephone Company of Canada and the Eastern Community Telephone Company Limited (Newburg Exchange).
- 125118 July 27 – Approving Supplement No. 6 to Traffic Agreement between the Bell Telephone Company of Canada and the Eastern Community Telephone Company Limited (Dorland Exchange).
- 125119 July 27 – Approving the new Traffic Agreement and Supplements No. 1, 2, 3, 4, 5, 6, 7, 8 and 9 between the Bell Telephone Company of Canada and the Dunnville Consolidated Telephone Company Limited (Eastern Settlement).
- 125120 July 27 – Approving tolls to tariff filed by the Dominion Atlantic Railway Company under sections 3 and 8 of the M.F.R.A.

- 125121 July 27 – Authorizing the City of Jacques-Cartier, P.Q. to construct and maintain Jacques-Cartier Boulevard across the C.N.R. at mileage 5.14 Sorel Subd. and requiring the Railways to install automatic protection at the said crossing.
- *125122 July 27 – Approving Supplement No. 8 to Canadian National Telecommunications Tariff and Supplement No. 6 to Canadian Pacific Telecommunications Tariff, contingent upon like rates going into force, in tariffs filed by the Federal Communications Commission (See page 482, 57 B.T.C.)
- 125123 July 28 – Approving the deviation of the C.N.R. spur track serving International Minerals and Chemical Corporation (Canada) Limited in Sections 27 and 34-19-32-WPM, R.M. of Spy Hill No. 152, Sask. and approving the construction of the deviation across the highway at mileage 0.60 of the said deviation.
- 125124 July 28 – Authorizing the C.N.R. to remove the station agent and the station building at Merigomish, N.S. mileage 56.3 Hopewell Subd. provided a resident caretaker is appointed.
- 125125 July 28 – Assessing the cost of maintenance of the crossing of Hughes Road and the C.P.R. at mileage 1.78 Port McNicoll Subd. and the crossing of Hughes Road and the C.N.R. at mileage 44.75 Midland Subd., Town of Orillia, Ont. on the Town of Orillia.
- 125126 July 28 – Authorizing the C.P.R. to construct a siding across 18th Street, S.E., to serve Van Waters & Rogers, City of Calgary, Alta. at mileage 0.03 of the said siding, which commences at the "M" lead, off mileage 2.07 Red Deer Subd.
- 125127 July 28 – Amending Order No. 123412 which approved changes to the automatic protection at the crossing of the C.N.R. and Geddes Street in Belleville, Ont. mileage 221.34 Kingston Subd.
- 125128 July 28 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their railway across and over the north and south service roads and Highway No. 3A, Municipality of St. Bruno-de-Montarville, County of Chambly, P.Q. mileage 63.56 St. Hyacinthe Subd.
- 125129 July 28 – Authorizing the Township of Tyendinaga, Ont. to improve the sight lines at the crossing of the C.N.R. and the Township Road between Lots 35 and 36, Concession 1, County of Hastings, at mileage 205.54 Kingston Subd.

- 125130 July 28 – Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid vertical storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Montmartre, Sask. near mileage 38.23 Glenavon Subd.
- *125131 July 31 – Amending “Regulations for the Transportation of Dangerous Commodities by Rail” by substituting and adding pages as indicated by the 6th revised check sheet pages No. 1 and No. 2 and waiving the requirements of Rules No. 5, No. 6, No. 8 and No. 11 of Tariff Circular 1A. (See page 483, 57 B.T.C.)
- *125132 July 28 – Authorizing the Cumberland Railway Company to abandon that portion of its line from Broughton Junction to Louisburg, mileage 26.35 to mileage 38.43, all in N.S. (See page 459, 57 B.T.C.)
- 125133 July 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Ogden Avenue, West of Long Branch, Ont. mileage 10.85 Oakville Subd.
- 125134 July 31 – Approving the changes in the automatic protection at the crossing of the C.P.R. and the highway at Florenceville, N.B. mileage 76.20 Shogomoc Subd.
- 125135 July 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Archibald Street in St. Boniface, Man. mileage 151.5 Old Sprague Subd.
- 125136 July 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Revus Avenue, east of Port Credit, Ont. mileage 12.02 Oakville Subd.
- 125137 July 31 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and County Road No. 13 at Bells Corners, Ont. mileage 11.40 Beachburg Subd. equally between the Township of Nepean and the Railways.
- 125138 July 31 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Kerr Street in Oakville, Ont. mileage 21.96 Oakville Subd.
- 125139 July 31 – Revoking the authority of Order No. 60439 which approved the location of facilities of Starratt Airways and Transportation Limited for the handling and storage of flammable liquids near the tracks of the C.N.R. at Ferland, Ont.
- 125140 July 31 – Approving the location of the proposed additional 3,000 Imperial gallon flammable liquid storage tank and existing
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tank truck loading facilities of Imperial Oil Limited at Delisle, Sask. near mileage 20.94 Rosetown Subd. C.N.R.

- 125141 July 31 – Approving the location of the existing flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Desormeaux, P.Q. near mileage 82.55 Sorel Subd. C.N.R.
- 125142 July 31 – Approving the location of the flammable liquid bulk storage and transfer facilities of Royalite Oil Company, Limited at Rosemary, Alta. near mileage 101.2 Bassano Subd. C.P.R. and revoking authority of Order No. 123260.
- 125143 July 31 – Authorizing the City of Brockville, Ont. to widen and improve Ormond Street where it crosses the C.N.R. at mileage 125.06 Kingston Subd. and requiring the Railways to install flashing light signals short arm gates and bell, in lieu of the existing protection, at the said crossing.
- 125144 July 31 – Authorizing the C.N.R. to operate their engines, cars and trains over the permanently relocated Prescott Subd. (C.P.R.) between Stations 5 + 50 and 107 + 00, City of Ottawa, Ont.
- 125145 August 1 – Authorizing the C.N.R. to construct a siding to serve John T. Hepburn Company, Ltd. across Torbram Road (formerly known as 5th Line Road East), Malton, Ont. opposite mileage 16.17 Weston Subd. and requiring the Railways to install additional protection at the said crossing.
- 125146 August 1 – Authorizing the removal of the speed limitation at the crossing of The Chesapeake and Ohio Railway Company and the highway 1.7 miles south of Corunns, Ont. mileage 64.2 No. 2 Subd.
- *125147 August 1 – Authorizing the C.N.R. to abandon that portion of their Sunny Brae spur, N.S. from mileage 12.60 to end of steel at mileage 25.37. (See page 517, 57 B.T.C.)
- 125148 August 1 – Approving tolls to tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- 125149 August 1 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Elora Road, being the second crossing south of Paisley, Ont. mileage 35.61 Southampton Subd.
- 125150 August 1 – Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- 125151 August 1 – Authorizing the Town of Scott, Sask. to make improvements to the Municipal Road where it crosses the C.N.R. at mileage 42.89 Wainwright Subd., and authorizing the Railways to raise the spur track at the said location.

- 125152 August 1 – Authorizing the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 7 across and over the C.N.R. between the Townships of Blanchard and West Nissouri, at mileage 13.23 Thorndale Subd. and to temporarily divert the existing road across the C.N.R., requiring the Railways to install automatic protection at the said temporary crossing until the overhead bridge is opened, and at that time to close the said temporary crossing, and remove the automatic protection.
- 125153 August 1 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Lorne Avenue in Stratford, Ont. mileage 1.33 Thorndale Subd.
- 125154 August 2 – Authorizing the C.N.R. to make changes to the signals between Eastern Junction and Montreal Yard, P.Q. mileage 142 to mileage 146 Joliette Subd.
- 125155 August 2 – Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains over the temporary connecting track from mileage 7.24 C.N.R., Ottawa Subd., to mileage 3.15 C.P.R., Prescott Subd. at Elwood Diamond, City of Ottawa, Ont.
- 125156 August 4 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Third Line in Oakville, Ont. mileage 24.42 Oakville Subd.
- 125157 August 4 – Authorizing the R.M. of Rockwood, Man. to construct the highway across the C.P.R. between Section 28 and Section 33-17-2-EPM, at mileage 44.9 Arborg Subd.
- 125158 August 4 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 125159 August 4 – Amending Order No. 122231 which authorized the C.P.R. to install automatic protection, in lieu of the existing protection, at the crossing of its Railway and Montcalm Street, City of Hull, P.Q. mileage 89.87 M. & O. Subd.
- 125160 August 4 – Amending Order No. 121558 which authorized the Township of King, Ont. to reconstruct and improve the overhead bridge carrying the 2nd Concession Road (Bathurst Street) across and over the C.N.R. between Lots 11 and 12, Concession 2, and Lots 71 and 72, Concession 1, mileage 26.48 Newmarket Subd.
- 125161 August 4 – Authorizing the Township of Beverly, Ont. to reconstruct and improve Weir Sideroad where it crosses the C.N.R.

between Lots 6 and 7, Concession 1, County of Wentworth at mileage 15.63 Dundas Subd.

- 125162 August 4 – Authorizing the R.M. of Cory No. 344, Sask. to reconstruct and improve the municipal road where it crosses the C.P.R. west of the NW¼-30-36-6-W3M, at mileage 8.45 Wilkie Subd.
- 125163 August 4 – Dismissing the application of the C.P.R. for authority to remove the station agent and appoint a caretaker at Mather, Man. mileage 28.7 Napinka Subd.
- 125164 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 4th Line Road near Oakville, Ont. mileage 23.13 Oakville Subd.
- 125165 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and McCormick Road in New Richmond, P.Q. mileage 68.76 Cascapedia Subd.
- 125166 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Alexandra Avenue in Long Branch, Ont. mileage 11.03 Oakville Subd.
- 125167 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Lorne Park Road in Lorne Park, Ont. mileage 15.06 Oakville Subd.
- 125168 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and County Road No. 2 at Bronte, County of Halton, Ont. mileage 25.69 Oakville Subd.
- 125169 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 4 near Hamlin, Sask. mileage 0.70 Hatherleigh Subd.
- 125170 August 4 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Haig Boulevard in Long Branch, Ont. mileage 10.59 Oakville Subd.
- 125171 August 4 – Amending Order No. 118302 which authorized the C.N.R. to install automatic protection at the crossing of their railway and the highway, Town of Hinton, Alta., mileage 181.82 Edson Subd.
- 125172 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 8th Line, east of Oakville, Ont. mileage 20.55 Oakville Subd.

- 125173 August 4 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Stavebank Road in Port Credit, Ont. mileage 13.10 Oakville Subd.
- 125174 August 4 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 9th Line Road at Oakville, Ont. mileage 19.25 Oakville Subd.
- 125175 August 4 – Authorizing the C.N.R. to remove the caretaker and the shelter at Black Cape, P.Q. mileage 71.7 Cascapedia Subd.
- 125176 August 4 – Approving the revisions to tariffs filed by the Bonaventure and Gaspé Telephone Company, Limited.
- 125177 August 4 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Point Tupper Road in Port Hawkesbury, N.S. mileage 13.11 Sydney Subd.
- 125178 August 4 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 16 at Omemee, Ont. mileage 74.41 Campbellford Subd.
- 125179 August 4 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Township Road in Concession 8, between Lots 24 and 25, Township of Marlborough, County of Carleton, Ont. mileage 21.24 Smiths Falls Subd.
- 125180 August 4 – Authorizing the C.N.R. to install automatic protection to the left of the approaches at the crossing of their railway and Aberdeen Street in the Town of Bridgewater, N.S. mileage 78.04 Chester Subd.
- 125181 August 4 – Authorizing the C.N.R. to construct St. Romuald Industrial Park Spur, which commences at mileage 5.62 St. Romuald Subd. across 2nd Street Commerciale at spur mileage 0.76 and across the access to the Trans-Canada Highway at spur mileage 0.87, at St. Romuald, P.Q. and requiring the Railways to install automatic protection at the crossing of the access to the Trans-Canada Highway and requiring all rail movements over the said crossing be flagged by a member of the train crew, until such time as the said automatic protection is installed.
- 125182 August 4 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and MacEwen Road in Summerside, P.E.I. mileage 46.55 Kensington Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing of their railway and Gillis Lane in Charlottetown, P.E.I. mileage 0.44 Kensington Subd.

- 125183 August 4 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Colonsay Subd. between mileage 33.45 and mileage 33.95, Sask.
- 125184 August 4 – Allocating the cost of placing reflective markings on the sides of two of the Toronto, Hamilton and Buffalo Railway Company's cars during the period Jan. 1 – June 30, 1967.
- 125185 August 8 – Authorizing the C.P.R. to operate its engines and trains through the interlocking at Whittier Junction, near Winnipeg, Man. mileage 124.5 Keewatin Subd. provided the signals are in the PROCEED position.
- *125186 August 9 – Granting licence to Mr. Edwin E. Lindberg, Fort Simpson, N.W.T. to operate certain vessels to transport goods by water on the Mackenzie River Watershed between Fort Providence, N.W.T. and Fort Simpson, N.W.T. only. (See page 518, 57 B.T.C.)
- 125187 August 9 – Authorizing the Ontario Department of Highways to reconstruct Highway No. 7 where it crosses the C.P.R. between Lot 7, South Boundary Concession and the Township of Blanshard, County of Perth, and Lot 36, Concession 9, Township of East-Nissouri, County of Oxford, Ont. at mileage 21.38 St. Mary's Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125188 August 9 – Authorizing the Quebec Department of Roads to widen and improve North Carriere Road where it crosses the C.P.R., Municipality of Lacadie, County of St. Jean, P.Q. mileage 23.32 Adirondack Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125189 August 9 – Authorizing the R.M. of Willow Creek No. 458, Sask to construct the Municipal Road across the C.N.R. west of the NW¼-6-46-17-W2M, mileage 7.28 Brooksby Subd. and upon completion requiring the Railways to close, within the limits of their right of way, the existing crossing at mileage 7.39 Brooksby Subd.
- 125190 August 9 – Authorizing the Township of Brighton to improve the vision at the crossing of the C.P.R. and the highway between the Township of Brighton and the Township of Murray, Ont. at mileage 108.85 Belleville Subd.
- 125191 August 9 – Authorizing the Metropolitan Corporation of Greater Winnipeg, Man. to construct dual overhead bridges to carry Provincial Trunk Highway No. 59 (Metro route No. 20) across and over the C.N.R., at mileage 248.6 Redditt Subd. and requiring the

Railways to close, within the limits of their right of way, the existing crossing of their railway and P.T.H. No. 59 at mileage 249.04 Redditt Subd. Man. when the said overhead bridges are opened for the use of the public.

- 125192 August 9 – Approving the changes in the protection at the crossing of the C.N.R. and Lafayette Boulevard near Longueuil, P.Q. mileage 1.26 Sorel Subd.
- 125193 August 9 – Approving the location of the proposed new 20-foot by 32-foot metal warehouse, additional motor pump unit and associated piping of LeRoy Co-Operative Association Limited at Watson, Sask. near mileage 29.2 Melfort Subd. C.P.R.
- 125194 August 9 – Approving the location of the proposed Ammonium Nitrate storage facility of Stettler Cooperative Association Limited at Stettler, Alta. near mileage 50.9 Stettler Subd. C.N.R.
- 125195 August 9 – Authorizing the C.N.R. to reconstruct the bridge at mileage 10.1 Tete Jaune Subd. B.C. and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- 125196 August 9 – Authorizing the C.N.R. to reconstruct the bridge at mileage 11.3 Tete Jaune Subd. B.C. and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- 125197 August 9 – Authorizing the M.D. of Wainwright No. 61, Alta. to construct a municipal road across the C.N.R. west of the NW $\frac{1}{4}$ -31-43-3-W4M, at mileage 120.15 Wainwright Subd. and to provide a clear view at the said crossing.
- 125198 August 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their Railway and Highway No. 3, P.E.I. mileage 22.16 Georgetown Subd.
- 125199 August 10 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and six connecting companies.
- 125200 August 10 – Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Samuel de Gayhurst.
- 125201 August 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Pape Avenue in Toronto, Ont. mileage 330.96 Kingston Subd.

- 125202 August 10 – Approving the location of the proposed additional flammable liquid bulk storage and handling facilities of Imperial Oil Limited at Denzil, Sask., near mileage 31.3 Macklin Subd. C.P.R.
- 125203 August 10 – Authorizing the Ontario Department of Highways to construct twin overhead bridges to carry the Ottawa Queensway Extension across and over the C.N.R., Township of Nepean, Ont. at mileage 17.4 Ottawa Subd.
- 125204 August 10 – Authorizing the Township of East Flamboro, Ont. to improve the vision where the Township Road crosses the C.P.R. between Concessions 4 and 5, at mileage 6.44 Goderich Subd.
- 125205 August 10 – Authorizing the Village of Lawson, Sask. to construct Main Street across the C.N.R. in the SW $\frac{1}{4}$ -9-22-5-W3M, mileage 6.94 Riverhurst Subd.
- 125206 August 10 – Authorizing the Saskatchewan Department of Highways and Transportation to construct a municipal access road across the C.N.R. between the SW and NW $\frac{1}{4}$ -21-16-26-W2M, Sask. at mileage 85.03 Avonlea Subd.
- 125207 August 10 – Authorizing the Alberta Department of Highways to reconstruct Highway No. 306B where it crosses the C.N.R. west of the SW $\frac{1}{4}$ -25-50-3-W4M, County of Vermilion River No. 24, Alta. at mileage 98.75 Blackfoot Subd.
- 125208 August 10 – Approving the location of the proposed additional flammable liquid bulk storage and handling facilities of Imperial Oil Limited at Vanguard, Sask., near mileage 44.10 Vanguard Subd. C.P.R.
- 125209 August 10 – Authorizing the Windsor Suburban Roads Commission to reconstruct the crossing of WS Road No. 23 (County Road No. 8, or Naylor Sideroad) where it crosses the New York Central System between Concessions 5 and 6, Lot 28, Township of Maidstone, County of Essex, Ont. at mileage 209.34 Main Line Subd. and requiring the Railway to revise the existing protection at the said crossing by installing automatic protection in lieu of the existing protection.
- 125210 August 10 – Amending Order No. 124682 which authorized Trans-Canada Pipe Lines Limited to construct a 36-inch diameter natural gas pipe line across and under the C.N.R. in Lot 26, Concession 2, Township of Moore, County of Lambton, Ont., at mileage 13.56 Froomfield and St. Clair River Spur, which commences at mileage 0.33 St. Clair Tunnel Subd.

- 125211 August 10 – Approving the changes to the automatic protection at the crossing of the C.P.R. and Highway No. 38 in Laval, P.Q. mileage 10.05 Trois Rivières Subd.
- 125212 August 10 – Authorizing the C.N.R. to construct a temporary track diversion between mileage 263.94 and mileage 264.28 Bala Subd., Township of Garson, District of Sudbury, Ont. across Junction Creek at mileage 264.12 Bala Subd. and across O'Neil Drive at mileage 264.22 Bala Subd.
- 125213 August 11 – Authorizing the British Columbia Department of Highways to construct an overhead bridge to carry the North Thompson Highway across and over the C.N.R. near Clemina, B.C. at mileage 94.96 Albreda Subd. eliminating the existing crossing at mileage 94.39 Albreda Subd. and requiring the Railways to close, the existing crossing, upon completion of the overhead bridge.
- 125214 August 11 – Authorizing the Borough of North York, Ont. to construct a subway to carry Finch Avenue East across and under the C.N.R., eliminating the existing crossing at mileage 13.88 Bala Subd. and authorizing the Railways to close the existing crossing, and to construct a temporary diversion across Finch Avenue East and to remove the said temporary diversion upon completion of the subway.
- 125215 August 11 – Approving tolls in Supplement No. 49 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- 125216 August 11 – Approving tolls in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 125217 August 11 – Approving toll to tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 125218 August 11 – Approving tolls in Supplement No. 18 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 125219 August 11 – Approving tolls to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- 125220 August 11 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and seven connecting companies.

- 125221 August 11 – Approving toll in Supplement No. 4 to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A. and rescinding authority of Order No. 117578.
- 125222 August 11 – Approving toll to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 125223 August 11 – Amending Order No. 125017 which authorized the C.P.R. to remove the caretaker and the station building at Wickham, P.Q.
- 125224 August 11 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and 16th Avenue in the City of Pointe-aux-Trembles, P.Q. mileage 2.63 Longue Pointe Subd.
- 125225 August 14 – Approving the changes in the signals of the Quebec North Shore and Labrador Railway Company, between mileage 40 and mileage 60. P.Q.
- 125226 August 14 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de Notre Dame de Ham.
- 125227 August 14 – Approving Supplement No. 3 to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de St-Felix Inc.
- 125228 August 14 – Approving Revised Appendix "A", Supplement Nos. 2, 3 and 4 to Traffic Agreement between the Bell Telephone Company of Canada and Le Telephone de St-Sebastien d'Iberville Inc.
- 125229 August 14 – Rescinding authority of Order No. 29551 which approved by-law No. 270 of the Municipality of the City of Westmount, P.Q. prohibiting the ringing of bells and the blowing of whistles on any locomotive or engine within the limits of the said City, and imposing a penalty for violation of the said by-law.
- 125230 August 14 – Approving the changes in the automatic protection at the crossing of the C.P.R. and Woolwich Street in Guelph, Ont. mileage 32.82 Goderich Subd.
- 125231 August 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Vauban Road in the Municipality of St. Louis du Ha Ha, County of Temiscouata, P.Q. at mileage 33.53 Temiscouata Subd.

- 125232 August 14 – Approving the overhead clearances at the bridge carrying Highway No. 6 over the C.P.R. at Puslinch Station, Ont. mileage 44.9 Galt Subd. provided that signs indicating less than standard clearances are erected.
- 125233 August 14 – Authorizing the County of Norfolk, Ont. to widen West Street where it crosses the C.N.R., Town of Simcoe, Ont. at mileage 7.26 Simcoe Subd.
- 125234 August 14 – Authorizing the C.N.R. to install an electrically locked switch at mileage 123.49 Watrous Subd., Sask.
- 125235 August 14 – Amending Order No. 121352 which authorized the C.N.R. to construct a lead track to serve the Ford Automotive Assembly Plant near Talbotville, commencing at mileage 2.59 Chatham Subd. and crossing the highway at mileages 1.93 and 3.21 both in the Township of Southwold, Ont.
- 125236 August 14 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Bridge Street, Montreal, P.Q. mileage 0.13 Canada Packers Siding, off mileage 72.62 St. Hyacinthe Subd.
- 125237 August 14 – Authorizing the R.M. of Sherwood No. 159, Sask. to construct Industrial Drive across the C.P.R. in the NW¼-13-18-20-W2M, Sask. at mileage 0.27 North Regina Industrial Lead which commences at mileage 5.59 Lanigan Subd.
- 125238 August 14 – Authorizing the Brown Forest Industries Limited to construct and maintain a coal unloading installation consisting of an undertrack hopper and a conveyer across the C.P.R. to serve Kalamazoo Vegetables Parchment Company, Espanola, Ont. mileage 1.6 Little Current Subd.
- 125239 August 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Tenth Street in Charny, Levis County, P.Q. mileage 8.15 St. Romuald Subd.
- 125240 August 15 – Approving the location of the proposed office building on the flammable liquid bulk storage and handling site of Imperial Oil Limited at Allan, Sask., near mileage 158.79 Watrous Subd. C.N.R.
- 125241 August 15 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and St. James Street in Port Arthur, Ont. mileage 128.01 Nipigon Subd.
- 125242 August 15 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and six connecting companies.

- 125243 August 15 – Rescinding authority of Order No. 63682 concerning the speed of trains of the C.N.R. over the Wellington Street bridge crossing the Lachine Canal, City of Montreal, P.Q. at mileage 0.66 Montreal Harbour Branch and imposing a speed restriction of fifteen miles per hour over the said bridge.
- 125244 August 15 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their Railway at mileage 409.74 Port aux Basques Subd. Nfld. to another crossing at mileage 56.72 Forest Subd. Ont.
- 125245 August 15 – Authorizing the County of Waterloo, Ont. to widen and improve County Road No. 13 where it crosses the C.N.R. at mileage 8.12 Waterloo Subd. Elmira Branch and requiring the Railways to install automatic protection at the said crossing.
- 125246 August 15 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Billings Avenue in Ottawa, Ont. mileage 5.72 Ottawa Subd.
- 125247 August 15 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Appleby Line Road east of Burlington, Ont. mileage 28.25 Oakville Subd.
- 125248 August 15 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their Railway and Bennett Road, Township of Darlington, between Lots 4 and 5, Broken Front Concession, Ont. mileage 289.08 Kingston Subd. to another crossing at John Street in the Town of Port Hope, Ont. at mileage 0.23 Port Hope Town Branch, off mileage 270.79 Kingston Subd.
- 125249 August 15 – Authorizing the Alberta Department of Highways to widen Highway No. 345X where it crosses the C.N.R. between the SE¼-4-51-16-W4M and the NW¼-33-50-16-W4M, County of Beaver No. 9, Alta. at mileage 8.28 Haight Subd. and requiring the Railway to install signboards at the said crossing.
- 125250 August 15 – Requiring the C.N.R. to install automatic protection at the crossing of their Railway and Steveston Highway in the Corporation of the Township of Richmond, B.C. at mileage 14.78 Lulu Island Branch.
- 125251 August 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Westminster Highway, in the

Corporation of the Township of Richmond, B.C. at mileage 12.25 Lulu Island Branch.

- 125252 August 15 – Authorizing the C.N.R. to construct a siding across Pruneau Avenue and Desrochers Street to serve Meubles Grenier Incorporated, in Ville Vanier, P.Q. opposite mileages 0.45 and 0.44 Industrial Park Spur which leads from the Lairet Subd. at mileage 3.09.
- 125253 August 15 – Authorizing the C.N.R. to close, within the limits of their right of way, the existing crossing of their railway and Station Road, Township of Pickering, County of Ontario, Ont. at mileage 311.44 Kingston Subd.
- 125254 August 15 – Authorizing the City of Sault Ste. Marie, Ont. to widen and improve Brule Road where it crosses the Algoma Central Railway, mileage 5.39 Soo Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125255 August 15 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Riviere Chicot Road North, Parish of St. Cuthbert, County of Berthier, P.Q. at mileage 47.29 Trois Rivières Subd.
- 125256 August 15 – Authorizing the C.N.R. to modernize the automatic protection at the crossing of their railway and Prince William Street in Newcastle, N.B. mileage 66.34 Newcastle Subd.
- 125257 August 16 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Metcalf Road, Township of Darling, Ont. at mileage 292.93 Kingston Subd. to another crossing at mileage 0.38 Bowmanville Town Branch, which commences at mileage 290.80 Kingston Subd. Ont.
- 125258 August 16 – Authorizing the Town of Waterloo, P.Q. to widen Highway No. 1 (Foster Square) where it crosses the C.P.R., County of Shefford, at mileage 9.1 Drummondville Subd. and requiring the Railway to relocate the existing protection in the north-east angle of the said crossing.
- *125259 August 16 – Amending General Order No. E-5, Regulations Respecting the Construction, Reconstruction and Improvement of Grade Separations. (See page 519, 57 B.T.C.)
- 125260 August 16 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 13 across the C.N.R. in the NE¼-8-8-2-W2M, Sask. at mileage 36.61 Lampman Subd.

- 125261 August 16 – Requiring the C.N.R. to bring all train, engine and car movements to a stop before obstructing the crossing of their railway and Victoria County Road No. 34 in Cameron, Ont. mileage 7.33 Haliburton Subd. and requiring that all such movements be flagged over the crossing by a member of the train crew.
- 125262 August 16 – Authorizing the Town of Melfort, Sask. to construct Hamilton Avenue across the C.P.R. mileage 83.27 Melfort Subd.
- 125263 August 16 – Authorizing the Highway Department of Manitoba to reconstruct Provincial Road No. 355 (6th Avenue) where it crosses the C.P.R. north of the NE¼-2-15-18-WPM, Town of Minnedosa, Man. at mileage 0.58 Bredenbury Subd.
- 125264 August 16 – Approving the location of the proposed additional flammable liquid bulk storage and handling facilities of Shell Canada Limited at Kelowna, B.C. near mileage 118.8 Qkanagan Subd.
- 125265 August 16 – Authorizing the C.P.R. to construct a single span bridge to carry a second track across the creek at mileage 6.7 Cascade Subd. B.C.
- 125266 August 17 – Authorizing the Newfoundland Department of Highways to relocate the Stephenville Trans-Canada connection from mileage 449.09 Port aux Basques Subd. to cross the C.N.R. at mileage 449.12 Port aux Basques Subd., Nfld. and requiring the Railway to close the existing crossing at mileage 449.09 upon completion of the new crossing.
- 125267 August 17 – Authorizing the City of LaSalle, P.Q. to widen Dollard Street where it crosses the C.P.R. at mileage 1.60 LaSalle Loop Line, and requiring the Railway to relocate and revise the automatic protection at the said crossing.
- 125268 August 17 – Authorizing the Ontario Department of Highways to widen Highway No. 69 where it crosses the C.N.R. in Lot 24, Concession 8, Township of Wood, Ont. at mileage 111.6 Bala Subd. and requiring the Railways to relocate the automatic protection at the said crossing.
- 125269 August 17 – Authorizing the Trans Mountain Oil Pipe Line Company to construct one 24-inch crude oil loading pipe line and one 12-inch water line under the C.P.R. near Vancouver, B.C. at mileage 120.9 Cascade Subd.

- 125270 August 17 – Approving the construction of a deviation of the C.P.R. branch line between chainage 99 + 55 and 128 + 58 in the SE¼-24-36-7-W3M and the SW¼-19-36-9-W3M Sask.; approving construction of the said deviation at grade across the highway at mileage 1.97; authorizing the Railway to open for the carriage of traffic the said branch line 12,858 feet in length and the Wye track 1,193 feet in length from mileage 9.05 and 9.33 Wilkie Subd. respectively; and authorizing the Railway to operate through the interlocking at mileage 1.10 of its branch line and the C.N.R. at mileage 197.57 Watrous Subd.
- *125271 August 17 – Authorizing the C.N.R. to publish a rate of \$18.84 per net ton on Copper and Lead Concentrates, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Flin Flon, Man. to East Helena, Mont. (See page 521, 57 B.T.C.)
- 125272 August 17 – Authorizing the Alberta Department of Highways to widen Highway No. 12 where it crosses the C.N.R. at Stettler, Alta. mileage 51.22 Stettler Subd. and requiring the Railways to relocate the automatic protection at the said crossing.
- 125273 August 18 – Rescinding authority of Order No. 125124 and authorizing the C.N.R. to remove the station agent and the station building at Merigomish, N.S. mileage 56.3 Hopewell Subd., provided a suitable shelter is erected, and a resident caretaker is appointed.
- 125274 August 18 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the east-west road 1.3 miles north of Hobbema, Alta. mileage 47.89 Leduc Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing at Highway No. 45 at mileage 1.5 Two Hills Industrial Spur which junctions with the Willingdon Subd. at mileage 85.93.
- 125275 August 18 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Revelstoke, B.C. near mileage 125.7 Mountain Subd. C.P.R.
- 125276 Sept. 5 – Approving revised Appendix "A" and Supplement Nos. 9 & 10 to Traffic Agreement between the Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Twp. of North Norwich.

- 125277 August 18 -- Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and five connecting companies.
- 125278 August 18 -- Approving tolls published in Supplements Nos. 8 and 9 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 125279 August 18 -- Approving tolls to tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- 125280 August 18 -- Approving toll to tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 125281 August 18 -- Approving tolls to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- 125282 August 18 -- Approving tolls published in item 110-A of Supplement No. 15 to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- 125283 August 18 -- Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF "Terms and Conditions for the Carriage of Express and Non-Carload Freight Traffic."

File No. 49312.

September 18, 1967

JUDGMENT

BY THE BOARD:

On May 8, 1967, The Express Traffic Association of Canada made application to the Board for an Order prescribing a set of "Terms and Conditions for the Carriage of Express and Non-Carload Traffic" to govern shipments under a new service for non-carload traffic which would eventually replace existing express and less-than-carload freight services.

The Association stated that its proposed set of "Terms and Conditions" comprised relevant terms and conditions taken from the present Bill of Lading* and the present Express Merchandise Receipt;** certain classification items which contain limitations of liability were also included since classifications no longer require Board approval under recent amendments to the Railway Act.*** The Association stated further that it intended to hold a joint meeting in Toronto with members and representatives of the Canadian Industrial Traffic League, the Canadian Manufacturers' Association, the Manitoba Transportation Commission, and the Maritimes Transportation Commission, in order to explain its proposed new service and the "Terms and Conditions" to be applicable thereto. This meeting was to take place on May 16, 1967 and a further meeting was planned for June 7, 1967. At this second meeting, the Association was to receive suggestions from shippers and shipper organizations and was to endeavour to reach mutual agreement with them with respect to the "Terms and Conditions", following which a request would be made to the Board to deal with any unresolved issues as to "Terms and Conditions" at a public hearing.

* —see Board's G.O. No. T-5.

** —see Board's G.O. No. T-33.

*** —section 325(1) of the Railway Act, R.S.C. 1952, c.234, was amended by Section 48 of the National Transportation Act, c.69 of the Statutes of Canada, 1967. Part V of the National Transportation Act, which contains Section 48, was proclaimed effective March 23, 1967.

The Association, however, found that it was necessary to hold a total of four joint meetings, not only with the four shipper organizations named above, but also with a large number of individual shippers and other organizations. These meetings took place at Toronto on May 16, 1967, June 21, 1967, July 5, 1967, and July 20, 1967.

As a result of these meetings, the Association submitted an amended application, dated July 24, 1967, and served it upon 114 parties who had attended such meetings. This amended application states that the amended "Terms and Conditions" appended thereto leave unresolved only three items where general disagreement of a minor nature exists. The amended application states further:

"We have also requested the organizations to make their full submissions to the Board on the terms and conditions as they now exist and we have requested that they agree to submit the matter to the Board for its adjudication without the necessity of a public hearing, on the basis that in view of the thorough and cooperative negotiations which have been held, nothing further would be gained by a public hearing and in fact would have no other effect than to delay implementation of the new terms and conditions."

Submissions with respect to this amended application have been received from The Canadian Industrial Traffic League Inc., The Canadian Manufacturers' Association, The Winnipeg Chamber of Commerce, The Canadian Fruit Wholesalers' Association, The Transportation Committee of the Canadian Horticultural Council, The Alberta Freight Bureau, The Canadian Paint Manufacturers Association, The Canadian Electrical Manufacturers Association, The Drug Trade Traffic Conference, and The Maritimes Transportation Commission.

The submissions made by these ten shipper organizations were replied to by the Express Traffic Association under date of August 24, 1967, and this reply conceded one of the three items of disagreement. This concession relates to the name of the shipping document embodying the "Terms and Conditions." The Association had insisted on calling it a "Shipping Contract", whereas shippers insisted on retaining the designation "Bill of Lading" on the grounds that a different term might remove the terms of the Bill of Lading Act from application to the contract of carriage. The Association now states that it will place the words "bill of lading" on the face of the document, although such document will continue to be identified as a "Shipping Contract".

Only two of the ten submissions made by shipper organizations insist upon a public hearing by the Board: those of the Canadian Electrical Manufacturers Association and those of the Canadian Paint Manufacturers Association. The submissions of the Canadian Electrical Manufacturers Association, however, do not deal specifically with the "Terms and Conditions" and merely express agreement with the submissions of the Canadian Industrial Traffic League and

the Canadian Paint Manufacturers Association. The submissions of the Canadian Electrical Manufacturers Association principally seek suspension of the tariffs covering the new non-carload service, followed by a public hearing under the provisions of Section 16 of the National Transportation Act. At the time of receipt of the submissions of the Canadian Electrical Manufacturers Association, Section 16 of this Act had not yet been proclaimed. It should be noted, in this connection, however, that Section 16 of the National Transportation Act confers no power to suspend tariffs, but only to disallow them after a hearing.

Although the submissions of the Canadian Paint Manufacturers Association deal specifically with the three items of general disagreement as to "Terms and Conditions", the grounds advanced in support of a public hearing appear to be as follows:

"We submit that any changes proposed in operations or in rate making which are so far-reaching as this major change in the entire system of "less-than-carload" freight movements places upon them a special responsibility to ensure that such action is in the public interest.

"We regret..... the unwillingness of the carriers to submit their proposals to the scrutiny of public hearings.....

"It is submitted that circumstances such as these justify, and indeed require, that a public hearing be held at which the position of the carriers can be examined and tested."

The foregoing grounds, however, relate to matters which are not involved in the "Terms and Conditions".

We have given consideration to all the submissions made to us, and particularly to the submissions made by the Canadian Electrical Manufacturers Association and the Canadian Paint Manufacturers Association, and we have concluded that no substantial grounds have been advanced to us which would warrant the time and expense of a public hearing to deal with two items of general disagreement. We consider further that we have sufficient material before us in the way of written submissions to enable us to dispose of these two matters in this Judgment and its accompanying General Order.

The two items of general disagreement involve the following clauses of the "Terms and Conditions";

"1(b) This contract shall inure to the benefit of and be binding upon the shipper and consignee and all persons claiming or asserting any right to the ownership or possession of the shipment, and shall inure to the benefit of and be binding upon any Carrier to whom the shipment may be delivered for furtherance to destination, and shall apply to any reconsignment or return of the shipment."

“6(b) VII)

For any partial loss, damage or delay unless a notice of such loss, damage or delay is filed in writing with the receiving or delivering Carrier, or Carrier issuing the shipping contract, or Carrier on whose line the partial loss, damage or delay occurred, within two (2) months after delivery of the shipment, or mailing of notice of arrival, and unless the shipment container of damaged shipment or shipment involving partial loss therefrom is made available for inspection by the Carrier's representative; and unless the claim is filed within nine (9) months from date of delivery of shipment to consignee.”

“6(b) VIII)

For non-delivery or complete loss or destruction of the shipment in Canada, unless a claim is filed at any office of the Carrier within nine (9) months from the date the shipment was delivered by the shipper to the Carrier.”

DISCUSSION AND CONCLUSIONS

With respect to Clause 1(b), five organizations take exception to the phrase “and all persons claiming or asserting any right to the ownership or possession of the shipment,” generally on the grounds that it is broader than necessary, that it is novel, and that it is uncertain in meaning and application. Most of these shipper organizations would prefer to have wording similar to that of the corresponding clause of the terms and conditions of the United States' Uniform Express Receipt, which wording contains no similar phrase. The position of the Express Traffic Association of Canada is that the purpose of the phrase is to bind those parties who own the goods but are not shippers of the same; that such phrase does not affect the common-law position; and that such phrase has in fact been in effect both in the terms and conditions of the Express Merchandise Receipt and of the rail Bill of Lading.

The terms and conditions of the Express Merchandise Receipt, as approved by Board's General Order No. T-33, contain the following words in Clause 2 thereof, as follows:

“This agreement shall extend to *and* be binding upon the shipper and *all persons* in privity with him, *claiming or asserting any right to the ownership or possession of the shipment...*” (Emphasis supplied). The rail Bill of Lading terms and conditions, as approved by Board's General Order No. T-5, contain the phrase “and as to each party at any time interested in all or any of the said goods...”, (paragraph 3 of Board's General Order No. T-5). It is therefore clear that the phrase complained of is not new and is substantially the same as that contained

in the present terms and conditions of the Express Merchandise Receipt and the rail Bill of Lading. We consider that no factual grounds have been advanced by shippers that would justify deletion of this phrase and we would approve Clause 1(b) as a whole.

Clauses 6.(b) VII) and 6.(b) VIII) specify time limits for notice to carriers of loss, damage, delay or destruction, and for filing of a claim against carriers. For partial loss, damage or delay, notice thereof is required within two months of delivery of the shipment, or of mailing of notice of arrival of the shipment, following which, a claim must be filed within nine months from date of delivery. For non-delivery, complete loss or destruction of the shipment, no notice is required, but a claim must be filed within nine months from the date of shipment.

Four shipper organizations object to the time limits provided by Clauses 6.(b) VII) and 6.(b) VIII) and submit that the rail Bill of Lading time period of four months should be substituted therefor. Two shipper organizations consider that a "bad-order" receipt or notation on the delivery receipt should be accepted as written notice of loss, etc.; one of these organizations desires an amendment to the terms and conditions to provide for this. One shipper organization considers that the computation of time for filing of a claim discriminates against long-haul shippers because it is computed from the date of shipment; the organization suggests that the wording be adjusted so as to be fair to long-haul shippers. Two shipper organizations make representations with respect to amendments to claims after filing and after the nine-month period has elapsed; one organization desires appropriate wording to cover such amendments, but the other organization objects to this on the grounds that it would be illegal and discriminatory.

The Express Traffic Association submits that the main purposes of Clauses 6.(b) VII) and 6.(b) VIII) are: to enable the carrier to have notice of a claim within a reasonable time so that it can be properly investigated, and to have a time limit on filing of a claim so that carriers may have an indication of the nature and extent of the claim within a reasonable period of time. As to notice of loss, etc., by notation on the delivery receipt, the Association submits that, while carriers are prepared to accept such notation as notice, if adequate information can be provided in this manner, actual written notice would have to be given in almost every case; the Association therefore sees no necessity to amend the clause to cover notice via notation on the delivery receipt. In connection with amendments to claims after the nine-month period, the Association states that carriers would accept such amendments, prior to payment of the claim, provided the original claim is filed within the nine-month period.

The periods of notice currently provided for by the terms and conditions of the Express Merchandise Receipt and the rail Bill of Lading are as follows:

1. *Damage, Partial Loss, Shortage or Delay:*

(a) *Express Merchandise Receipt:*

Written notice of damage, partial loss, or shortage, is required within thirty days from delivery; (Clause 5.(1)).

(b) *Rail Bill of Lading:*

Written notice of loss, damage or delay, is required within four months from delivery; (Section 4).

2. *Non-Delivery, Loss or Destruction:*

(a) *Express Merchandise Receipt:*

Written notice of non-delivery, loss or destruction is required within four months from the time delivery should ordinarily have been made; (Clause 5(n)).

(b) *Rail Bill of Lading:*

Written notice of non-delivery is required within four months after a reasonable time for delivery has elapsed; (Section 4).

Neither the Express Merchandise Receipt nor the rail Bill of Lading provides for a period within which a claim must be filed.

We have given consideration to the submissions made to us with respect to Clauses 6.(b)VII) and 6.(b)VIII) and we have reached the following conclusions.

With respect to the two-month period of notice of partial loss, etc., provided in Clause 6(b)VII), we note that while it is less than the four months currently specified in the rail Bill of Lading it is also twice as long as the thirty days currently specified in the Express Merchandise Receipt. In addition, both documents now require a four-month notice period for non-delivery, etc., a period which is not required by the "Terms and Conditions" now before us. In our opinion, a period of notice for partial loss, etc., which is too long carries with it the danger of abuse, because the determination of responsibility would be difficult, if not impossible, where notice is received just at the close of the period. We therefore consider that the two-month period of notice of partial loss, etc., such period to run from the date of delivery, is ample under present-day conditions and we would approve such period.

As to the nine-month period for filing of a claim, we have already noted above that neither the Express Merchandise Receipt nor the rail Bill of Lading now provide for such a filing period. We think there should be a reasonable and definite time limit on the filing of a claim, so that carriers may have an indication of the nature and extent of claims against them, and that both types of claim, (partial loss, etc., and non-delivery, etc.), should have a definitely ascertainable date from which the claim period will run. In our view that date

should be the date of shipment in all cases. We consider further that the time limit for filing of nine months, proposed by the Express Traffic Association, is not sufficiently adequate and that a reasonable period of time for filing of a claim would be one year from the date of shipment in all cases.

In addition to the two items of general disagreement which we have dealt with above, two organizations raised two additional questions on the "Terms and Conditions".

One question related to Clause 5 which reads as follows:

"The carrier shall transport the shipment with reasonable dispatch, but shall not be bound to transport any shipment in time for any particular market or connection, except as mutually agreed upon between shipper and Carrier by special arrangement as provided for in applicable tariffs."

The organization concerned wanted wording which would permit a shipper and a carrier to mutually agree, as a means of guaranteeing delivery, and to endorse such agreement on the Shipping Contract (bill of lading). The Express Traffic Association does not agree to this and we see no valid reason for the Board to impose an obligation of this kind upon the carriers.

The other question related to Clause 7(d) which reads as follows:

"If a carrier has no place of business at the destination point to which the shipment is addressed, then, unless otherwise routed, the carrier only agrees to carry the same to its office or that of some other carrier most convenient for furtherance to destination and upon arrival at such office the carrier may so notify the consignee or upon the direction of the shipper or the consignee will, or at its own discretion may, as agent for the shipper or consignee, deliver the shipment to any connecting carrier for furtherance to destination and the carrier's liability shall thereupon cease."

The organization concerned considered that when the carrier exercises the discretion referred to in Clause 7(d), he should accept full liability for so doing. The Express Traffic Association points out, however, that a shipper may avoid the exercise of such discretion on the part of the carrier by giving full routing instructions, and that, where the shipper chooses not to do so, the shipper is still protected by the terms and conditions of whatever bill of lading is issued by the connecting carrier.

The wording of Clause 7.(d) of the "Terms and Conditions" before us is essentially the same as Clauses 7.(d) and 7.(e) of the present Express Merchandise Receipt. We consider that no valid grounds have been shown which would justify an amendment to Clause 7.(d) to impose the liability thought necessary by the organization concerned.

FINDINGS

We find after full and careful consideration of all that has been submitted to us that the "Terms and Conditions for the Carriage of Express and Non-Carload Freight Traffic", appended to the amended application of the Express Traffic Association of Canada, dated July 24, 1967, should be approved by us, Clauses 6.(b)VII) and 6.(b)VIII) thereof being revised in accordance with the conclusions we have reached above. General Order No. T-43, which accompanies and forms part of this Judgment approves such "Terms and Conditions" and sets out the amended Clauses 6.(b)VII) and 6.(b)VIII) which we have also approved.

(SGD) Rod. Kerr
(SGD) H.H. Griffin
(SGD) John M. Woodard
(SGD) W.R. Irwin
(SGD) A.S. Kirk

OTTAWA, September 18, 1967.

GENERAL ORDER NO. T-43

MONDAY, THE 18TH DAY OF
SEPTEMBER, A.D. 1967

ROD KERR, Q.C.,
Chief Commissioner.

H.H. GRIFFIN,
Asst. Chief Commissioner.

J.M. WOODARD,
Commissioner.

W.R. IRWIN,
Commissioner.

A.S. KIRK,
Commissioner.

*IN THE MATTER OF Terms and
Conditions for the Carriage of
Express and Non-Carload Freight
Traffic.*

File No. 49312

IT IS HEREBY ORDERED AS FOLLOWS:

1. The terms and conditions set out in Appendix "A" attached hereto are approved for the carriage of Express and Non-Carload Freight Traffic by express and railway companies subject to the jurisdiction of the Board.

2. Such terms and conditions shall be set forth in Express Traffic Association Tariff 100, C.T.C. (ET) 4713, supplements thereto and successive reissues thereof, and shall also be available at all express and freight agency stations and all express and freight offices upon request.

3. The terms and conditions approved in paragraph 1 of this Order shall appear on the Shipping Contract (bill of lading), which shall clearly indicate that it is not negotiable and which shall also contain the following clause:

"Received, subject to the Rules for the Carriage of Express and Non-Carload Freight Traffic and tariffs in effect on the date of issue of this original Shipping Contract (bill of lading), goods described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service

"to be performed herunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns."

4. Notwithstanding the provisions of paragraph 3 of this Order, railway companies may incorporate by reference only the terms and conditions prescribed in paragraph 1 of this Order if, in lieu of the clause prescribed in paragraph 3 of this Order, the following clause appears on the Shipping Contract (bill of lading) which shall also clearly indicate that it is not negotiable:

"Received, subject to the Rules for the Carriage of Express and Non-Carload Freight Traffic and tariffs in effect on the date of issue of this original Shipping Contract (bill of lading), goods described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the terms and conditions (which are hereby incorporated by reference and have the same force and effect as if the same were severally, fully and specifically set forth herein), approved by the Board of Transport Commissioners for Canada by General Order No. T-43, set forth in the Rules for the Carriage of Express and Non-Carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns."

(SGD) ROD KERR, Q.C.

Chief Commissioner,

The Board of Transport Commissioners for Canada.

APPENDIX "A"

TERMS AND CONDITIONS FOR THE CARRIAGE OF
EXPRESS AND NON-CARLOAD FREIGHT TRAFFIC

1. (a) In this contract "Carrier" means the Carrier issuing this shipping document as well as any other Carrier subject to the Railway Act to whom the shipment may be delivered to complete the transportation of the shipment from origin to destination; and "Connecting Carrier" means any Carrier not subject to the Railway Act to whom the shipment may be delivered to complete the transportation of the shipment from origin to destination.
- (b) This contract shall inure to the benefit of and be binding upon the shipper and consignee and all persons claiming or asserting any right to the ownership or possession of the shipment, and shall inure to the benefit of and be binding upon any Carrier to whom the shipment may be delivered for furtherance to destination, and shall apply to any reconsignment or return of the shipment.
- (c) The rights and obligations of any Connecting Carrier with respect to the shipment, whether the Connecting Carrier issues a Bill of Lading or a receipt only, shall be those which would be in a Bill of Lading issued by the Connecting Carrier, to the same extent as if the shipment had been delivered directly by the shipper to such Connecting Carrier.
2. (a) When in accordance with the terms of this contract the Carrier is liable for any damage (which damage shall mean herein any complete or partial loss, or destruction, injury or delay) with respect to any shipment, whether such damage arises through negligence or otherwise, the amount for which the Carrier shall be liable in accordance with clauses 2 (b), 2 (c), 2 (d) hereof, shall not exceed, in any event, the actual value of the shipment, which actual value shall mean the value of the shipment at the time and place of receipt hereof by the Carrier, including transportation and other charges if paid and the duty as payable or paid, and not refundable.
- (b) The maximum liability of the Carrier with respect to the shipment shall be limited for any shipment of one hundred pounds or less to Fifty Dollars (\$50.00) and for any shipment in excess of one hundred pounds to an amount not exceeding fifty cents (50 cents) per pound (actual weight) unless the shipper indicates in the shipping contract his intention to take advantage of the provisions of sub-clauses (c) or (d) hereof.
- (c) The maximum liability of the Carrier shall be the amount of the value declared by the shipper and embodied in the shipping contract and

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provided that valuation charges are assessed in accordance with the applicable tariffs.

- (d) The maximum liability of the Carrier with respect to any shipment exceeding fifty (50) pounds may be increased to One Dollar (\$1.00) per pound provided the shipper elects to have the Carrier assume such increased liability and so indicates in the shipping contract and provided charges for such increased liability are assessed in accordance with the applicable tariffs.
3. (a) Money, specie, negotiable papers, jewelery, precious or semi-precious metal or stones, gold or silver coins or bullion and similar goods, antiques, or other related or unrelated old, rare or precious articles of extraordinary value shall not be packed or included with shipments of merchandise and if so packed, the Carrier shall not be liable for damage to or loss of such goods.
- (b) The liability of the Carrier for a shipment of money, specie, negotiable papers, jewelry, precious or semi-precious metal or stones, gold or silver coins or bullion, and similar goods, antiques, or other related or unrelated, old, rare or precious articles of extraordinary value, will not be for a greater sum than that stated in the shipping contract, or for more than the actual value of the shipment at the time and place of receipt thereof by the Carrier, whichever may be the lesser amount; nor, in the event of partial loss or damage, for a greater proportion of the sum declared, or of such lesser actual value, as the case may be, than that which the portion lost or damaged bears to the whole shipment.
4. When the shipment is carried at owner's risk in accordance with the terms of this contract or the shipping contract is so endorsed and initialled by the Carrier and the shipper, the Carrier shall be liable only for damage to, loss of, or delay which may result from the negligence of the Carrier, and the burden of proving freedom from such negligence shall rest on the Carrier.
5. The Carrier shall transport the shipment with reasonable dispatch, but shall not be bound to transport any shipment in time for any particular market or connection, except as mutually agreed upon between shipper and Carrier by special arrangement as provided for in applicable tariffs.
6. (a) If a shipment remains undelivered after forty-eight (48) hours or in the case of bonded goods, seventy-two (72) hours, (exclusive of legal holidays) after notice of arrival of the shipment at destination or at point of delivery has been mailed to the address of the consignee, the Carrier

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may hold the shipment at its premises, subject to storage charges assessed in accordance with applicable tariffs and the Carrier's liability in such event shall be that of a warehouseman only, or at the Carrier's option, such undelivered shipment may be removed to and stored in a public or licensed warehouse at the cost of the owner and there held without any liability on the part of the Carrier and subject to a lien for all lawful charges. This section shall not prejudice any of the rights of the Carrier to otherwise dispose of such shipment.

(b) The Carrier shall not be liable:

- (I) For any loss, damage or delay caused by the act of God, the Queen's or public enemies, the authority of law, quarantine, riots, strikes, perils of navigation, defect or inherent vice, or the act or default of the shipper or owner of the goods, or damages resulting from conditions beyond the control of the Carrier. If the goods move under a tariff providing that the Carrier or Carriers party thereto shall be liable for loss from perils of navigation, then as to such Carrier or Carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this contract.
- (II) For any loss or damage occurring in Customs warehouses, not under control of the Carrier.
- (III) For any loss, damage or delay resulting from improper packing or marking.
- (IV) For any loss, damage or delay in any way arising out of the examination by, or partial delivery to the consignee of C.O.D. shipments, when such examination or partial delivery is authorized in writing by shipper.
- (V) For any loss, damage or delay to shipments of live objects arising from the conduct or acts of such objects to themselves or to each other, or arising from the condition of such objects when received for shipment, or from their nature or propensities; all such shipments shall be transported at owner's risk.
- (VI) For any loss, damage or delay occurring to shipment addressed to stations where there is no agent of the Carrier after such shipment has been left at such station.

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6. (b) (Cont'd)

(VII) For any partial loss, damage or delay unless a notice of such loss, damage or delay is filed in writing with the receiving or delivering Carrier, or Carrier issuing the shipping contract, or Carrier on whose line the partial loss, damage or delay occurred, within two (2) months after the date of delivery of the shipment, or the date of mailing of notice of arrival, and unless the shipment container of damaged shipment or shipment involving partial loss therefrom is made available for inspection by the Carrier's representative; and unless the claim is filed within twelve (12) months from the date the shipment was delivered by the shipper to the Carrier.

(VIII) For non-delivery or complete loss or destruction of the shipment in Canada, unless a claim is filed at any office of the Carrier within twelve (12) months from the date the shipment was delivered by the shipper to the Carrier.

7. (a) At points where the Carrier has delivery service, the Carrier shall tender once the shipment for delivery to the consignee at the address given, if within the delivery limits; if delivery is not effected at that time, the Carrier will mail to the consignee, at said address, a notice of the arrival of the shipment.
- (b) At points where the Carrier has no delivery service, the Carrier shall mail to the consignee, at the address given, a notice of the arrival of the shipment.
- (c) The Carrier's liability to deliver to addresses outside delivery limits shall be governed by applicable tariffs.
- (d) If no Carrier has a place of business at the destination point to which the shipment is addressed, then, unless otherwise routed, the Carrier only agrees to carry the same to its office or that of some other Carrier most convenient for furtherance to destination and upon arrival at such office the Carrier may so notify the consignee or upon the direction of the shipper or consignee will, or at its own discretion may, as agent for the shipper or consignee, deliver the shipment to any Connecting Carrier for furtherance to destination and the Carrier's liability shall thereupon cease.
8. If the shipment is tendered bearing special instructions of the shipper to the Carrier not incorporated by endorsement on the shipping contract and affecting the handling or delivery of the shipment or calling for service not provided for elsewhere in the tariffs of the Carrier, the

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Carrier will not be liable for any loss, damage or delay resulting from or attributable to compliance, in whole or in part, with such instructions, or for failure to comply with all or part of such instructions.

9. (a) Every shipper shipping explosives or other dangerous articles without proper packaging and markings and without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss, damage or personal injury caused thereby, and such shipments may be warehoused at owner's risk and expense, or destroyed without compensation.
- (b) Federal, Provincial, State and Municipal Governments issue regulations constraining the movement of certain commodities. The Carrier will not be responsible for the consequences to the shipper or consignee or any person claiming or asserting any right to the ownership or possession of the shipment resulting from contravention by the shipper or consignee of any such regulations.
10. The shipper or consignee shall pay the transportation and all other lawful charges accruing on the shipment and, if required, shall pay same before delivery.
11. The Carrier may return the shipment to the shipper and collect all lawful charges, including those for transportation both ways and for storage if the shipment remains undelivered for thirty (30) days after written notification has been sent to the shipper.
12. Any alteration, addition or erasure in the shipping contract shall be signed or initialled by an agent of the Carrier issuing the same and the shipper and, if not so signed or initialled, shall be without effect, and the shipping contract shall be enforceable according to its original tenor.

RELATIVEMENT aux Termes et conditions de transport des messageries et du trafic de détail.

Dossier n° 49312

JUGEMENT

PAR LA COMMISSION:

Le 8 mai 1967, l'Association canadienne du trafic-messageries a présenté à la Commission une demande en vue d'obtenir une ordonnance prescrivant un ensemble de "Termes et conditions pour le transport des messageries et du trafic de détail" destiné à régir le transport par un nouveau service de trafic de détail qui remplacerait éventuellement les services existants de transport des messageries et du trafic de détail.

Cette association précisait que l'ensemble de "Termes et conditions" qu'elle proposait comprenait les termes et conditions applicables du connaissance actuel* et du récépissé de marchandises actuel du service de messageries**; certains éléments de classification qui contiennent des restrictions quant à la responsabilité ont également été inclus, vu que, par suite des dernières modifications de la Loi sur les chemins de fer***, les classifications n'ont plus à être approuvées par la Commission. Elle précisait en outre qu'elle avait l'intention de tenir à Toronto une réunion de membres et de représentants de la Ligue canadienne du trafic industriel, de l'Association des manufacturiers canadiens, de la Commission des transports du Manitoba et de la Commission des transports des Maritimes afin de fournir des explications sur le nouveau service projeté et sur les termes et les conditions qui s'y appliqueront. Cette réunion devait avoir lieu le 16 mai 1967 et une autre devait être tenue le 7 juin 1967. A cette deuxième réunion, l'Association devait entendre les propositions des expéditeurs et des associations d'expéditeurs et chercher à en arriver à une entente avec eux au sujet des "Termes et conditions"; on devait ensuite demander à la Commission de s'occuper au cours d'une audience publique de tous les points des "Termes et conditions" sur lesquels on ne se serait pas mis d'accord.

* Voir l'ordonnance générale no T-5 de la Commission.

** Voir l'ordonnance générale no T-33 de la Commission.

*** Le paragraphe (1) de l'article 325 de la Loi sur les chemins de fer, S.R.C., 1952, c. 234, a été modifié par l'article 48 de la Loi nationale sur les transports, c. 69 des Statuts du Canada, 1967. La Partie V de la Loi nationale sur les transports, qui renferme l'article 48, est entrée en vigueur le 23 mars 1967.

L'Association a cependant jugé nécessaire de tenir en tout quatre réunions, non seulement avec les quatre associations susmentionnées, mais aussi avec un grand nombre d'expéditeurs particuliers et d'autres associations. Ces réunions ont eu lieu à Toronto le 16 mai 1967, le 21 juin 1967, le 5 juillet 1967 et le 20 juillet 1967.

A la suite de ces réunions, l'Association a présenté une demande modifiée, datée du 24 juillet 1967, et l'a signifiée à 114 intéressés qui avaient assisté aux réunions. La demande modifiée précise que les "Termes et conditions" modifiés qui y sont annexés ne laissent non résolus que trois points à propos desquels règne un désaccord général bien que d'importance secondaire. La demande modifiée déclare en outre:

"Nous avons également demandé aux organismes de présenter à la Commission toutes leurs observations sur les termes et conditions qui existent à l'heure actuelle et nous leur avons demandé de soumettre la question à la décision de la Commission sans qu'il soit nécessaire de tenir une audience publique, vu qu'à cause du caractère approfondi des négociations qui ont eu lieu, et de l'esprit de collaboration dans lequel elles ont été menées, la tenue d'une audience publique n'ajouterait rien; de fait, elle n'aurait d'autre résultat que de retarder l'application des nouvelles conditions."

On a reçu au sujet de cette demande modifiée, des observations de la Ligue canadienne du trafic industriel, de l'Association des manufacturiers canadiens, de la Chambre de commerce de Winnipeg, de l'Association canadienne des grossistes en fruits, du Comité des transports du Conseil horticole du Canada, du Bureau du fret de l'Alberta, de l'Association canadienne des manufacturiers de peintures, de l'Association canadienne des manufacturiers de matériel électrique, de la Conférence pour le transport des produits pharmaceutiques et de la Commission des transports des Maritimes.

Dans sa réponse, en date du 24 août 1967, à ces dix associations d'expéditeurs, l'Association du trafic-messageries a concédé l'un des trois éléments qui restaient en litige. Cette concession se rapporte au nom du document de transport comprenant les "Termes et conditions". L'Association avait insisté pour qu'on l'appelle "contrat de transport", tandis que les expéditeurs insistaient pour qu'on retienne l'appellation "connaissance" pour la bonne raison qu'un terme différent pourrait soustraire le contrat à l'application des dispositions de la Loi sur les connaissances. L'Association déclare maintenant qu'elle placera le mot "connaissance" au recto du document, mais que celui-ci continuera d'être assimilé à un "contrat de transport".

Seulement deux des dix mémoires présentés par les associations d'expéditeurs insistent sur la tenue d'une audience publique par la Commission: celui de l'Association canadienne des manufacturiers de matériel électrique et celui de l'Association canadienne des manufacturiers de peintures. Cependant, les observations de l'Association canadienne des manufacturiers de matériel électrique ne portent pas explicitement sur les "Termes et conditions"; elles expri-

ment simplement son approbation des observations de la Ligue canadienne du trafic industriel et de l'Association canadienne des manufacturiers de peintures. Dans son mémoire, l'Association canadienne des manufacturiers de matériel électrique cherche surtout à obtenir la suspension des tarifs applicables au nouveau service du transport du trafic de détail, suivie d'une audience publique à tenir en vertu des dispositions de l'article 16 de la Loi nationale sur les transports. Au moment de la réception des observations de l'Association canadienne des manufacturiers de matériel électrique, l'article 16 de la Loi nationale sur les transports n'avait pas encore été proclamé en vigueur. Il convient de remarquer, à ce sujet, que l'article 16 de la Loi nationale sur les transports ne confère pas le pouvoir de suspendre les tarifs, mais seulement celui de les rejeter après la tenue d'une audience.

Bien que les observations de l'Association canadienne des manufacturiers de peintures traitent explicitement des trois éléments qui font l'objet d'un désaccord général au sujet des "Termes et conditions", les motifs avancés à l'appui d'une audience publique sont les suivants:

"Nous soutenons que des modifications à apporter à l'exploitation et à la tarification qui ont une portée aussi grande que cette modification importante de tout le système du transport du trafic de détail leur imposent la responsabilité spéciale de s'assurer qu'une telle initiative est dans l'intérêt public.

Nous regrettons.....la répugnance des transporteurs à soumettre leurs propositions à l'examen dans des audiences publiques.....

Nous soutenons que des circonstances comme celles-ci justifient et, en vérité, exigent la tenue d'une audience publique au cours de laquelle le point de vue des transporteurs puisse être examiné et éprouvé."

Les motifs qui précèdent ont trait, cependant, à des questions qui ne se rapportent pas aux "Termes et conditions".

Nous avons étudié toutes les observations qui nous ont été faites et, en particulier, celles de l'Association canadienne des manufacturiers de matériel électrique et de l'Association canadienne des manufacturiers de peintures, et nous en sommes venus à la conclusion qu'on ne nous a apporté aucun motif sérieux qui justifierait la dépense de temps et d'argent que représenterait la tenue d'une audience publique pour l'étude des deux éléments qui font l'objet d'un désaccord général. Nous considérons en outre que nous avons devant nous suffisamment de matière en fait d'observations écrites pour nous permettre de disposer de ces deux questions dans le présent jugement et dans l'ordonnance générale qui l'accompagne.

Les deux éléments qui font l'objet d'un désaccord général concernent les clauses suivantes des "Termes et conditions".

“(1b) Le présent contrat engage l'expéditeur et le destinataire qui pourront s'en prévaloir, et toute personne revendiquant un droit quelconque à la propriété ou à la possession de l'envoi, de même que tout voiturier aux soins duquel l'envoi aura été confié pour être transporté jusqu'à destination; il s'appliquera également en cas de ré-expédition ou de retour de l'envoi.

“(6b) VII)

De tout dommage, perte partielle ou retard, sauf si avis écrit en a été donné au voiturier recevant ou livrant les marchandises ou au voiturier délivrant le contrat de transport, ou au voiturier sur les lignes duquel le dommage, la perte partielle ou le retard s'est produit, dans un délai de deux mois à compter de la date de livraison, ou de la date à laquelle l'avis d'arrivée aura été mis à la poste; et sauf si l'emballage des marchandises endommagées ou partiellement perdues a pu être soumis à l'examen d'un représentant du voiturier. La réclamation doit être produite dans les neuf mois à compter de la date à laquelle les marchandises ont été livrées par le voiturier au consignataire.”

“(6b) VIII)

Du défaut de livraison, de la perte complète ou de la destruction des marchandises au Canada à moins qu'une réclamation ne soit présentée à tout bureau du voiturier dans les neuf mois à compter de la date à laquelle les marchandises ont été livrées par l'expéditeur au voiturier.”

DISCUSSION ET CONCLUSIONS

En ce qui concerne la clause 1b), cinq des associations font des objections à l'expression “et de toutes les personnes qui revendiquent ou invoquent un droit à la propriété ou à la possession des marchandises expédiées”, alléguant en général, que cette expression a une portée plus large qu'il n'est nécessaire qu'elle est nouvelle et que le sens et l'application en sont incertains. La plupart de ces associations d'expéditeurs préféreraient un texte semblable à celui de la clause correspondante des Termes et conditions de l'Uniform Express Receipt des U.S.A., lequel ne renferme pas d'expression semblable. Le point de vue de l'Association canadienne du trafic-messageries, c'est que l'objet de cette expression est de lier les parties qui sont propriétaires des marchandises mais qui n'en sont pas les expéditeurs, que cette expression ne touche pas la situation de droit commun et qu'elle a été de fait employée tant dans les termes et conditions du récépissé de marchandises du service de messageries que dans ceux du connaissance ferroviaire.

Les termes et conditions du récépissé de marchandises du service de messageries, approuvé par l'ordonnance générale n° T-33 de la Commission, renferment, dans la clause 2, les mots suivants: "Le présent contrat s'étendra à l'expéditeur et à *toutes les personnes en rapport contractuel avec lui, qui revendiquent ou invoquent un droit à la propriété ou à la possession des marchandises expédiées* et les liera" (Les soulignés sont de nous). Les termes et conditions du connaissement ferroviaire, approuvé par l'ordonnance générale n° T-5 de la Commission, renferment ce qui suit:

"et quant à toute personne intéressée à quelque moment à tout ou partie desdites marchandises" (article 3 de l'ordonnance générale n° T-5 de la Commission). Par conséquent, il est évident que l'expression dont on se plaint n'est pas nouvelle et qu'elle est, en substance, la même que celle qui se trouve dans les termes et conditions actuelles du récépissé de marchandises du service de messageries et du connaissement ferroviaire. Nous considérons que les transporteurs n'ont apporté aucun argument fondé sur des faits qui soit de nature à justifier la radiation de cette expression et nous approuverons la clause 1b) en totalité.

Les clauses 6b) VII) et 6b) VIII) précisent les délais accordés pour notifier les transporteurs de la perte, de l'endommagement, du retard ou de la destruction de marchandises expédiées et pour présenter une réclamation aux transporteurs. Dans le cas de perte partielle, d'endommagement ou de retard, l'avis doit être donné dans les deux mois de la livraison des marchandises ou de la mise à la poste de l'avis d'arrivée, après quoi une réclamation doit être présentée dans les neuf mois de la date de livraison. Dans le cas de non-livraison, de perte totale ou de destruction des marchandises, aucun avis n'est exigé, mais une réclamation doit être présentée dans les neuf mois de la date de l'expédition.

Quatre associations d'expéditeurs s'opposent aux délais prévus aux clauses 6b) VII et 6b) VIII) et soutiennent que le délai de quatre mois du connaissement ferroviaire devrait y être substitué. Deux associations d'expéditeurs considèrent qu'un récépissé de "mauvais état" ou une annotation à cet effet sur le récépissé de livraison devraient être acceptés à titre d'avis écrit de perte, etc.; l'une d'elles désire une modification des Termes et conditions à cet effet. Une association d'expéditeurs considère que le délai accordé pour la présentation d'une réclamation constitue une distinction injuste à l'égard des expéditeurs sur de grandes distances parce que le calcul de ce délai se fait à partir de la date de l'expédition; cette association propose que le texte soit corrigé de façon à être équitable pour les expéditeurs sur de grandes distances. Deux associations d'expéditeurs ont fait des observations relativement à la modification des réclamations après la présentation de celles-ci après l'écoulement de la période de neuf mois; l'une d'elles désire un texte approprié pour permettre cette modification mais l'autre s'y oppose en prétendant que cela serait illégal et constituerait une distinction injuste.

L'Association du trafic-messageries soutient que les clauses 6b) VII) et 6b) VIII) ont pour objets principaux de permettre au transporteur de recevoir l'avis de réclamation dans un délai raisonnable de façon qu'il puisse faire les recherches qui s'imposent et de fixer un délai pour la présentation d'une réclamation de façon que les transporteurs puissent avoir une idée de la nature et de l'étendue de la réclamation dans un temps raisonnable. Quant à l'avis de perte, etc., par annotation du récépissé de livraison, l'Association soutient que, bien que les transporteurs soient disposés à accepter une telle annotation en guise d'avis si des renseignements suffisants peuvent être fournis de cette façon, en pratique un avis écrit devrait être donné dans presque tous les cas; par conséquent, l'Association ne voit pas la nécessité de modifier cette clause de façon à y prévoir l'avis par annotation du récépissé de livraison. Relativement à la modification des réclamations après la période de neuf mois, l'Association déclare que les transporteurs accepteraient de telles modifications, avant le paiement de la réclamation, à condition que la réclamation initiale ait été présentée dans le délai de neuf mois.

Les délais actuellement prévus dans les termes et conditions du récépissé de marchandises du service de messageries et du connaissance ferroviaire sont les suivants:

1. *Endommagement, perte partielle, manque ou retard:*

a) *Récépissé de marchandises du service de messageries:*

Avis par écrit de l'endommagement, de la perte partielle ou du manque est exigé dans les trente jours de la date de livraison (clause 5(1)).

b) *Connaissance ferroviaire*

Avis par écrit de la perte, de l'endommagement ou du retard est exigé dans les quatre mois de la date de livraison (article 4).

2. *Non-livraison, perte ou destruction:*

a) *Récépissé de marchandises du service de messageries:*

Avis par écrit du défaut de livraison, de la perte ou de la destruction est exigé dans les quatre mois de la date à laquelle la livraison aurait dû, normalement, être faite (clause 5 n)).

b) *Connaissance ferroviaire*

Avis par écrit du défaut de livraison est exigé dans les quatre mois qui suivent l'écoulement d'un délai de livraison raisonnable (article 4).

Ni le récépissé de marchandises du service de messageries ni le connaissance ferroviaire ne prévoient de délai pour la présentation d'une réclamation.

Nous avons étudié les observations qui nous ont été faites au sujet des clauses 6b) VII) et 6b) VIII) et nous en sommes arrivés aux conclusions ci-après.

En ce qui concerne le délai de deux mois pour l'avis de perte partielle, etc., prévu dans la clause 6b) VII), nous constatons que ce délai, bien qu'il soit moindre que le délai de quatre mois actuellement accordé dans le connaissance ferroviaire, est tout de même deux fois plus long que celui de trente jours qui est actuellement prévu dans le récépissé de marchandises du service de messageries. En outre, ces deux documents exigent maintenant que l'avis soit présenté dans les quatre mois dans le cas de non-livraison, etc., délai qui n'est pas exigé dans les "Termes et conditions" que nous avons devant nous. A notre avis, un délai d'avis de perte partielle, etc., qui serait trop long comporterait un danger d'abus, parce que la détermination de la responsabilité serait difficile, sinon impossible, si l'avis était reçu juste à la fin du délai. Par conséquent, nous considérons que le délai de deux mois accordé pour la présentation de l'avis de perte partielle, etc., délai devant être calculé de la date de livraison, est amplement suffisant dans les conditions actuelles et nous approuverons ce délai.

En ce qui concerne le délai de neuf mois pour la présentation d'une réclamation, nous avons déjà mentionné ci-dessus que ni le récépissé de marchandises du service de messageries ni le connaissance ferroviaire ne prévoient un tel délai de présentation. Nous croyons qu'il devrait y avoir un délai raisonnable et déterminé pour la présentation d'une réclamation, de façon que les transporteurs puissent avoir une idée de la nature et de l'étendue des réclamations et que pour les deux genres de réclamations (perte partielle, etc., et non-livraison, etc.) il devrait y avoir une date absolument vérifiable à laquelle commencera le délai de réclamation. A notre avis, cette date devrait être la date d'expédition dans tous les cas. Nous considérons en outre que le délai de neuf mois que propose l'Association du trafic-messageries pour la présentation d'une réclamation n'est pas suffisant et qu'un délai raisonnable pour la présentation d'une réclamation serait, dans tous les cas, un délai d'un an à compter de la date d'expédition.

En plus des deux éléments faisant l'objet d'un désaccord général dont nous avons parlé ci-dessus, deux associations ont soulevé deux autres questions touchant les "Termes et conditions".

L'une de ces questions se rapporte à la clause 5, qui est la suivante:

"Le voiturier transportera les marchandises avec diligence raisonnable, mais il ne sera pas tenu d'en effectuer le transport à temps pour un marché en particulier ou pour assurer une correspondance, à moins de convention spéciale entre l'expéditeur et le voiturier tel que prévu dans les tarifs en vigueur."

L'Association en cause voulait un texte qui permettrait à un expéditeur et à un transporteur de conclure une entente garantissant la livraison et d'inscrire cette entente en annotation sur le contrat de transport (connaissance). L'Association du trafic-messageries ne consent pas un tel texte et nous ne voyons pas de raison valable pour que la Commission impose une obligation de ce genre aux transporteurs.

L'autre question se rapporte à la clause 7d), qui est la suivante:

“Si aucun voiturier n'a de bureau au point de destination où les marchandises sont adressées, le voiturier, sauf instructions contraires, ne s'engage qu'à les transporter à ses bureaux ou à ceux du voiturier le mieux placé pour les acheminer à destination et il pourra alors en informer le destinataire. Autrement il devra, conformément aux instructions de l'expéditeur ou du destinataire, ou il pourra de sa propre initiative, en tant qu'agent de l'expéditeur ou du destinataire, livrer les marchandises à tout voiturier correspondant pour acheminement à destination. A partir de ce moment, le voiturier sera dégagé de sa responsabilité.”

L'Association en cause considère que lorsque le transporteur exerce la discrétion mentionnée dans la clause 7d), il devrait accepter toute la responsabilité que comporte cette initiative. L'Association du trafic-messageries souligne, cependant, qu'un expéditeur pourra éviter l'exercice de cette discrétion par le transporteur en donnant des instructions complètes d'acheminement et que même l'expéditeur qui préfère ne pas donner de telles instructions sera encore protégé par les termes et conditions du connaissance qui sera délivré par le transporteur correspondant.

Le texte de la clause 7d), des “Termes et conditions” que nous avons devant nous est essentiellement le même que celui des clauses 7d) et 7e) de l'actuel récépissé de marchandises du service de messageries. Nous considérons qu'on n'a apporté aucun argument valable qui justifierait la modification de la clause 7d) de façon à imposer la responsabilité que juge nécessaire l'association en cause.

CONCLUSIONS

Nous constatons, après une étude approfondie de tout ce qui nous a été présenté, que nous devrions approuver les “Termes et conditions de transport des messageries et du trafic de détail” annexés à la demande modifiée de l'Association canadienne du trafic-messageries, datée du 24 juillet 1967, les clauses 6b) VII et 6b) VIII en étant révisées conformément aux conclusions auxquelles nous

en sommes arrivés ci-dessus. L'ordonnance générale T-43, qui accompagne le présent jugement et en fait partie, approuve ces "Termes et conditions" et énonce les clauses modifiées 6b) VII) et 6b) VIII, que nous avons également approuvées.

(Signature) Rod. Keer

(Signature) H.H. Griffin

(Signature) John M. Woodard

(Signature) W.R. Irwin

(Signature) A.S. Kirk

OTTAWA, le 18 septembre 1967.

ORDONNANCE GÉNÉRALE N° T-43

LUNDI LE 18 SEPTEMBRE
A.D. 1967

ROD KERR, C.R.,
Commissaire en chef.

H. H. GRIFFIN,
Commissaire en chef adjoint.

J. M. WOODARD,
Commissaire.

W. R. IRWIN,
Commissaire.

A. S. KIRK,
Commissaire.

*RELATIVE aux Termes et
Conditions attachés au contrat de
transport des messageries et mar-
chandises de détail.*

Dossier N° 49312

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

1. Les termes et conditions établis à l'appendice "A" ci-annexé sont prescrits pour le transport de messageries et marchandises de détail et de messageries qui relèvent de la Commission.

2. Ces termes et conditions seront énoncés dans le tarif N° 100, C.T.C. (ET) 4713 de l'Association des Transports de messageries (Express Traffic Association) et dans les suppléments audit tarif et dans toutes émissions subséquentes dudit tarif et pourront aussi être obtenus sur demande à toutes les agences de fret et à tous les bureaux du fret.

3. Le contrat de transport (connaissance) contiendra les termes et conditions approuvés à l'article 1^{er} de la présente ordonnance et l'indication claire qu'il n'est pas négociable; il renfermera en outre la clause suivante:

"Reçu, sous réserve des règlements régissant le transport des messageries et marchandises de détail et des tarifs en vigueur à la date de délivrance de ce contrat de transport (connaissance), les marchandises désignées ci-dessous, apparemment en bon état, sauf les remarques contenues aux présentes (le contenu et l'état du contenu des colis étant inconnus), marquées et consignées tel que ci-après indiqué, et que la Compagnie s'engage à transporter à destination à son lieu habituel de livraison, pourvu que telle destination soit sur son parcours, sinon à les livrer à un autre voiturier faisant route vers cette destination. Il est de plus convenu, par tout voiturier transportant tout ou partie desdites marchandises sur tout ou partie du parcours, et par toute personne intéressée en aucun temps à tout ou partie

desdites marchandises, que tous les services prévus aux présentes seront soumis à toutes les conditions, imprimées ou écrites, du connaissance (y compris les conditions énoncées au verso), que l'expéditeur accepte pour lui-même et ses ayants-droit."

4. Par dérogation aux dispositions de l'article 3 de la présente ordonnance, les compagnies de chemin de fer pourront incorporer aux contrats de transport (connaissements) par renvoi seulement, les termes et conditions prescrits à l'article 1^{er} de la présente ordonnance si, au lieu de la clause prescrite à l'article 3 de la présente ordonnance, le contrat de transport (connaissance) contient la clause ci-après et porte en outre l'indication claire qu'il n'est pas négociable:

"Reçu, sous réserve des règlements régissant le transport des messageries et marchandises de détail et des tarifs en vigueur à la date de délivrance de ce contrat de transport (connaissance), les marchandises désignées ci-dessous, apparemment en bon état, sauf les remarques contenues aux présentes (le contenu et l'état du contenu des colis étant inconnus), marquées et consignées tel que ci-après indiqué, et que la Compagnie s'engage à transporter à destination à son lieu habituel de livraison, pourvu que telle destination soit sur son parcours, sinon à les livrer à un autre voiturier faisant route vers cette destination. Il est de plus convenu, par tout voiturier transportant tout ou partie desdites marchandises sur tout ou partie du parcours, et par toute personne intéressée en aucun temps à tout ou partie desdites marchandises, que tous les services prévus aux présentes seront soumis à toutes les conditions (lesquelles, par renvoi sont intégrées aux présentes et ont la même force et le même effet qui si elles étaient ici énoncées séparément, intégralement et expressément), approuvées par la Commission des Transports du Canada, suivant l'ordonnance générale n° T-43. Ces conditions que l'expéditeur accepte pour lui-même et ses ayants-droit sont énoncées dans les règlements régissant le transport des messageries et marchandises de détail et dont le texte peut être obtenu sur demande à toutes les gares de voyageurs et de messageries ainsi qu'à tous les dépôts de marchandises si celles-ci sont transportées par un voiturier du rail."

(Signé) ROD KERR,
Commissaire en chef,
La Commission des transports du Canada.

APPENDICE "A"

TERMES ET CONDITIONS POUR LE
TRANSPORT DE MESSAGERIES ET MARCHANDISES DE DÉTAIL

1. (a) Dans le présent contrat le terme "voiturier" désigne le voiturier délivrant le contrat de transport, aussi bien que tout autre voiturier régi par la Loi sur les chemins de fer, auquel l'envoi pourra être remis pour être transporté de son point de départ jusqu'à destination; le terme "voiturier correspondant" désigne tout voiturier non régi par la Loi sur les chemins de fer, auquel l'envoi peut être remis afin d'en compléter le transport de son point de départ jusqu'à destination.

(b) Le présent contrat engage l'expéditeur et le destinataire qui pourront s'en prévaloir, et toute personne revendiquant un droit quelconque à la propriété ou à la possession de l'envoi, de même que tout voiturier aux soins duquel l'envoi aura été confié pour être transporté jusqu'à destination; il s'appliquera également en cas de ré-expédition ou de retour de l'envoi.

(c) Que le voiturier correspondant délivre un connaissement ou un simple reçu, ses droits et obligations relativement à l'envoi seront ceux qui seraient prévus dans un connaissement délivré par le voiturier correspondant dans la même mesure que si l'envoi lui avait été remis directement par l'expéditeur.
2. (a) Si en vertu des conditions de ce contrat le voiturier est tenu responsable d'un dommage quelconque (dommage s'entend ici par perte complète ou partielle, destruction, blessure ou retard), concernant un envoi quelconque, qu'un tel dommage provienne de la négligence ou de tout autre cause, le montant pour lequel le voiturier sera tenu responsable selon les clauses 2 (b), (c) et (d) des présentes ne devra jamais excéder la valeur réelle de l'envoi au moment et à l'endroit de la délivrance du contrat par le voiturier, y compris les frais de transport et autres frais acquittés, ainsi que les droits non remboursables, acquittés ou exigibles.

(b) La responsabilité maximum du voiturier doit être limitée pour tout envoi de cent (100) livres ou moins à cinquante dollars (\$50.00) et pour tout envoi de plus de cent (100) livres à un montant n'excédant pas cinquante cents (50 c.) par livre (poids réel) à moins que l'expéditeur n'ait indiqué sur le contrat de transport son intention de se prévaloir des dispositions énoncées aux sous-paragraphe (c) et (d) ci-dessous.

(c) La responsabilité maximum du voiturier sera limitée au montant de la valeur déclarée par l'expéditeur et indiquée dans le contrat de transport à condition que les frais de transport aient été calculés en fonction de la valeur déclarée d'après les tarifs en vigueur.

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O.G. No. T-43

- (d) La limite de responsabilité maximum du voiturier pour tout envoi de plus de cinquante (50) livres peut être augmentée jusqu'à un dollar (\$1.00) par livre, à condition que l'expéditeur le demande et l'indique sur le contrat de transport et que les frais de transport aient été calculés en fonction de cette augmentation de limite de responsabilité d'après les tarifs en vigueur.
3. (a) L'argent, les espèces monétaires, effets négociables, bijoux, pierres ou métaux précieux ou semi-précieux, pièces ou lingots d'or ou d'argent et autres articles de même nature, les articles d'antiquité et autres objets rares, objets de collection ou de valeur extraordinaire, ne devront pas être emballés avec les marchandises ni faire partie d'un envoi de marchandises; s'ils l'étaient, le voiturier ne sera pas responsable des dommages causés à ces objets ni de leur perte.
- (b) La responsabilité du voiturier pour toute expédition d'argent, d'espèces monétaires, effets négociables, bijoux, pierres ou métaux précieux ou semi-précieux, pièces ou lingots d'or ou d'argent et autres articles de même nature, articles d'antiquité et autres objets rares, objets de collection ou de valeur extraordinaire, ne pourra excéder la moindre de la valeur déclarée dans le contrat de transport ou de la valeur réelle de l'envoi à l'endroit et au moment où il a été accepté par le voiturier. En cas de dommage ou de perte partielle, la responsabilité du voiturier, qu'il s'agisse de la valeur déclarée ou de la valeur réelle moindre, sera proportionnelle à l'étendue de la perte ou des dommages par rapport à la totalité de l'envoi.
4. Lorsque les marchandises sont transportées aux risques du propriétaire, conformément aux clauses de ce contrat, ou lorsque le contrat de transport, endossé et paraphé à cet effet par le voiturier et l'expéditeur le prévoit, le voiturier ne sera responsable que pour les dommages, la perte ou le retard pouvant résulter de sa négligence et le voiturier aura le fardeau de la preuve.
5. Le voiturier transportera les marchandises avec diligence raisonnable, mais il ne sera pas tenu d'en effectuer le transport à temps pour un marché en particulier ou pour assurer une correspondance, à moins de convention spéciale entre l'expéditeur et le voiturier tel que prévu dans les tarifs en vigueur.
6. (a) Si les marchandises n'ont pas été enlevées après 48 heures ou après 72 heures dans le cas de marchandises sous douane (à l'exclusion des fêtes légales), alors que l'avis d'arrivée des marchandises à destination ou au point de livraison a été adressé par la poste au destinataire, le voiturier pourra les garder dans ses locaux et imposer les frais d'entrepo-

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sage calculés suivant les tarifs en vigueur. La responsabilité du voiturier sera alors limitée à celle d'un entrepositaire. Le voiturier a aussi le choix de prendre ces marchandises non enlevées pour les mettre dans un entrepôt public ou sous licence aux frais de leur propriétaire où elles ne seront en aucune façon sous la responsabilité du voiturier qui conserve son privilège quant à tous les frais légalement imposés. Cette disposition n'affecte en rien les droits du voiturier à disposer autrement desdites marchandises.

(b) Le voiturier ne sera pas tenu responsable:

- (I) De tout dommage, perte ou retard causé par force majeure ou cas fortuit, les ennemis de la Reine ou de l'État, l'effet de la loi, la quarantaine, les émeutes, les grèves, ou résultant des risques de la navigation, d'un défaut ou vice propre de la marchandise, des actes ou omissions de l'expéditeur ou propriétaire des marchandises, ni des dommages résultant de circonstances indépendantes de la volonté du voiturier. Si les marchandises sont transportées en vertu d'un tarif prévoyant que le ou les voituriers partie audit tarif sont responsables de la perte résultant des risques de la navigation, les dispositions de cette clause à l'égard de tels voituriers seront modifiées selon les dispositions du tarif lequel sera censé faire partie intégrante des conditions du présent contrat.
- (II) De tout dommage ou perte survenu dans les entrepôts de la douane qui échappent au contrôle du voiturier.
- (III) De tout dommage, perte ou retard résultant de la défectuosité de l'emballage ou du marquage.
- (IV) De tout dommage, perte ou retard résultant de quelque façon de l'examen par le destinataire ou de la livraison partielle faite à ce dernier, d'une expédition contre remboursement (C.O.D.) lorsqu'une autorisation écrite de l'expéditeur permet tel examen ou livraison partielle.
- (V) De tout dommage, perte ou retard causé aux expéditions d'animaux et d'organismes vivants provenant de leurs actes ou de leur comportement envers eux-mêmes ou les uns envers les autres, ou résultant de leur état au moment où ils ont été acceptés pour expédition, ou encore de leur nature ou de leurs dispositions; toutes ces expéditions seront faites aux risques du propriétaire.
- (VI) De tout dommage, perte ou retard subi par les marchandises destinées aux gares où le voiturier n'a pas d'argent, après que ces marchandises y ont été laissées.

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- (VII) De tout dommage, perte partielle ou retard, sauf si avis écrit en a été donné au voiturier recevant ou livrant les marchandises ou au voiturier délivrant le contrat de transport, ou au voiturier sur les lignes duquel le dommage, la perte partielle ou le retard s'est produit, dans un délai de deux mois à compter de la date de livraison, ou de la date à laquelle l'avis d'arrivée aura été mis à la poste; et sauf si l'emballage des marchandises endommagées ou partiellement perdues a pu être soumis à l'examen d'un représentant du voiturier. La réclamation doit être produite dans les douze mois à compter de la date à laquelle les marchandises ont été livrées par l'expéditeur au voiturier.
- (VIII) Du défaut de livraison, de la perte complète ou de la destruction des marchandises au Canada à moins qu'une réclamation ne soit présentée à tout bureau du voiturier dans les douze mois à compter de la date à laquelle les marchandises ont été livrées par l'expéditeur au voiturier.
7. (a) Aux endroits où le voiturier assure un service de livraison, il fera une seule offre de livraison au destinataire à l'adresse indiquée, pourvu que celle-ci soit dans les limites de son service de livraison. Si la livraison n'était pas alors effectuée, le voiturier enverra par la poste au destinataire à l'adresse indiquée, un avis d'arrivée des marchandises.
- (b) Aux endroits où le voiturier n'assure pas de service de livraison, il enverra par la poste au destinataire à l'adresse indiquée, un avis d'arrivée des marchandises.
- (c) L'obligation pour le voiturier de livrer en dehors des limites de son service de livraison, sera déterminée par les tarifs en vigueur.
- (d) Si aucun voiturier n'a de bureau au point de destination où les marchandises sont adressées, le voiturier, sauf instructions contraires, ne s'engage qu'à les transporter à ses bureaux ou à ceux du voiturier le mieux placé pour les acheminer à destination et il pourra alors en informer le destinataire. Autrement il devra, conformément aux instructions de l'expéditeur ou du destinataire, ou il pourra de sa propre initiative, en tant qu'agent de l'expéditeur ou du destinataire, livrer les marchandises à tout voiturier correspondant pour acheminement à destination. A partir de ce moment, le voiturier sera dégagé de sa responsabilité.
8. Lorsqu'un envoi est accompagné d'instructions particulières de l'expéditeur au voiturier, et que ces instructions n'ont pas été portées au contrat de transport pour en faire partie intégrante et paraphées, lorsqu'elles

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concernent la manutention ou la livraison des marchandises, ou exigent des services non prévus ailleurs dans les tarifs du voiturier, celui-ci ne sera responsable d'aucun dommage, perte ou retard attribuable au fait qu'il se sera conformé à tout ou partie desdites instructions, ou qu'il aura négligé de s'y soumettre.

9. (a) Quiconque expédie des explosifs ou autres matières dangereuses, sans emballage et marquage appropriés et sans au préalable en avoir révélé par écrit la nature au voiturier ou à son agent, sera responsable de tout dommage, perte ou blessures qui en résulteront et ces marchandises pourront être entreposées aux risques et dépens du propriétaire, ou détruites sans indemnité.
- (b) Les gouvernements fédéral, provinciaux et municipaux, ainsi que les gouvernements des États-Unis passent des règlements restreignant le transport de certains produits. Si l'expéditeur ou le destinataire agit en violation de ces règlements, le voiturier n'assumera aucune responsabilité pouvant en résulter vis-à-vis de l'expéditeur, du destinataire ou de toute personne prétendant avoir un droit quelconque à la propriété ou à la possession des marchandises.
10. L'expéditeur ou le destinataire devra payer les frais de transport et autres frais légalement imposés en rapport avec l'expédition et cela même avant livraison s'il en est requis.
11. Le voiturier pourra retourner les marchandises à l'expéditeur et percevoir tous les frais légalement imposés, y compris les frais de transport aller-retour et ceux d'entreposage, si les marchandises n'ont pas été enlevées dans les trente (30) jours de l'avis écrit envoyé à l'expéditeur.
12. Toute modification, addition ou rature dans le contrat de transport devra être signée ou paraphée par l'agent du voiturier qui délivre ledit contrat et par l'expéditeur, sinon telle modification, addition ou rature sera sans effet et le contrat demeurera en vigueur suivant sa teneur première.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

NOTICE

Ottawa, October 12, 1967

Pamphlet No. 20 in this series, (Volume 57, B.T.C.) of "J.O.R. & Rs." will be the last pamphlet issued under the Board of Transport Commissioners for Canada.

Since Part I of the National Transportation Act was proclaimed on September 19, 1967, formally bringing into being the new Canadian Transport Commission, the Board of Transport Commissioners for Canada now becomes a part of the new Commission as the Railway Transport Committee.

The series of "J.O.R. & R." pamphlets will be continued under the Railway Transport Committee of the new Commission, with the issuance of Pamphlet No. 21 and subsequent issues of the series and will bear reference to R.T.C. instead of B.T.C.

(SGD.) C.W. Rump,
Secretary,
Railway Transport Committee.

ORDER NO. 125422

FRIDAY, THE 1ST DAY OF
SEPTEMBER, A.D. 1967

J. M. WOODARD,
Commissioner.

W. R. IRWIN,
Commissioner.

*IN THE MATTER OF General
Order No. T-22, Regulations Gov-
erning the Construction, Filing and
Posting of Passenger Tariffs by
Railway Companies:*

File No. 606

IT IS HEREBY ORDERED AS FOLLOWS:

The regulations contained in Tariff Circular 2 entitled "Regulations Governing the Publication, Filing and Posting of Passenger Tariffs by Railway Companies", prescribed by General Order No. T-22, are amended as set forth in Supplement 1 to said Tariff Circular 2 and entitled "Supplemental Regulations Governing the Construction, Filing and Posting of Passenger Tariffs by Railway Companies", on file with the Board under file No. 606.

(SGD.) JOHN M. WOODARD,
Commissioner,
The Board of Transport Commissioners for Canada.

ORDER NO. 125472

FRIDAY, THE 8TH DAY OF
SEPTEMBER, A.D. 1967

J. M. WOODARD,
Commissioner.
W. R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Canadian Pacific Railway Company under Section 353 of the Railway Act for authority to publish rate of \$15.36 per ton of 2,000 pounds on Concentrates, Copper and Lead, in straight or mixed carloads, minimum weight 100,000 pounds, from Smeaton, Sask. to Tadanac (Trail), B.C., subject to a valuation not exceeding \$100.00 per ton of 2,000 pounds.

File No. 40615.11

UPON reading what is filed in support of the application —

IT IS HEREBY ORDERED AS FOLLOWS:

Subject to paragraph B hereof —

A. The Canadian Pacific Railway Company is authorized to publish rate of \$15.36 per ton of 2,000 pounds on Concentrates, Copper and Lead, in straight or mixed carloads, minimum weight 100,000 pounds, from Smeaton, Sask. to Tadanac (Trail), B.C., subject to a valuation not exceeding \$100.00 per ton of 2,000 pounds.

B. The movement of the said Concentrates is conditional upon the following clause being inserted in the tariff item publishing the aforesaid rate:

“Rates on ores and concentrates, in carloads, exceeding \$100.00 per ton in value, will be determined in the following manner: — For each \$50.00 per ton (or fraction thereof) increase in value above \$100.00 per ton, add twenty per cent (20%) to the rates provided above.

The smelter returns to the mine owner, before deducting transportation charges, shall be the value to be used in determining the freight charges under the provisions of this tariff, such value to be on basis of metal prices at time of sampling at smelter.”

(SGD.) JOHN M. WOODARD,
Commissioner,

The Board of Transport Commissioners for Canada.

ORDER NO. 125506

TUESDAY, THE 12TH DAY OF
SEPTEMBER, A.D. 1967

J. M. WOODARD,
Commissioner.
W. R. IRWIN,
Commissioner.

*IN THE MATTER OF the appli-
cation of The Hamilton Harbour
Commissioners, Hamilton, Ontario,
for a licence under section 10 of the
Transport Act:*

File No. 42076.59

UPON reading the submissions filed —

IT IS HEREBY ORDERED AS FOLLOWS:

Licence No. C.T.C. (W.T.) 462 is issued to The Hamilton Harbour Commis-
sioners for the year 1967, licensing the following vessel:

<u>Vessel Name</u>	<u>Official Register No.</u>	<u>Gross Tonnage</u>
Cargo Master	320028	561.68

to transport goods between all ports and places on Lake Ontario, Kingston, Ont.,
and West thereof.

(SGD.) JOHN M. WOODARD,
Commissioner,
The Board of Transport Commissioners for Canada.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, JULY, 1967

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	355	18	553
Level Crossing Accidents.....	21	8	15
	<u>376</u>	<u>26</u>	<u>568</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	1	248
Employees	1	290
Others.....	24	30
	<u>26</u>	<u>568</u>

Of the 21 accidents at Highway Crossings, 13 occurred where standard railway crossing signs are located, 8 where additional forms of protection are in use, 12 after Sunrise and 9 after Sunset.

Ottawa, Ont.

SUMMARY OF BOARD ORDERS

(* Denotes Order printed in full)

- 125284 August 21 - Authorizing the Quebec Department of Roads to realign, widen and improve St. Michel Road (Ruisseau Faille Range Road) where it crosses the Napierville Junction Railway Company, Municipality of St. Mathieu, P.Q. at mileage 22.85 Delson and Rouses Point Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125285 August 21 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Old County Road 11A, Township of Pittsburg, Frontenac County, Ont., mileage 168.22 Kingston Subd. to another crossing of their railway and North Street Kingston, Ont. mileage 1.42 Hanley Spur, off mileage 172.7 Kingston Subd.
- 125286 August 21 - Approving changes in the automatic protection at the crossing of the C.N.R. and Walker's Line Road, east of Burlington, Ont. mileage 29.53 Oakville Subd.
- 125287 August 21 - Authorizing the Quebec Department of Roads to widen Savane Road where it crosses the C.N.R. in Notre-Dame de Bonsecours, P.Q. at mileage 41.86 Granby Subd.
- 125288 August 21 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 71.84 Beachburg Subd. Ont. to another crossing at mileage 0.46 Garson Section of the Sudbury Terminals Subd. Ont.
- 125289 August 21 - Approving changes in the automatic protection at the crossing of the C.N.R. and Town Line West, East of Oakville, Ont. mileage 17.93 Oakville Subd.
- 125290 August 21 - Approving changes in the automatic protection at the crossing of the C.N.R. and Clarkson Road in Clarkson, Ont. mileage 16.09 Oakville Subd.
- 125291 August 21 - Approving changes in the automatic protection at the crossing of the C.N.R. and the Access Road in Calgary Alta. mileage 2.74 Freight Terminal Line.
- 125292 August 21 - Approving changes in the automatic protection at the crossing of the C.N.R. and 17th Avenue S.E., Calgary, Alta. mileage 2.72 Freight Terminal Line.

- 125293 August 21 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the Municipal Road between Sections 13 and 24, Township 14, Range 11, WPM, R.M. of Westbourne, Man. at mileage 29.23 Minnedosa Subd. to another crossing at mileage 7.91 Boissevain Subd. Man.
- 125294 August 21 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Wilson Road South, City of Oshawa, Ont. at mileage 299.58 Kingston Subd. to the crossing of their railway and Sterling Road in Toronto, Ont. mileage 0.08 Industrial Lead, off mileage 3.74 Newmarket Subd.
- 125295 August 21 – Authorizing the City of Welland, Ont. to widen and improve Memorial Drive (formerly Wellington Street) and to construct a pedestrian crossing on the west side of Memorial Drive where it crosses the N.Y.C. at mileage 12.79 N.F. Main Line Subd.
- 125296 August 21 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Wilson Townline Road, Township of Langley, B.C. mileage 103.55 Yale Subd. to another crossing at mileage 2.15 Rhein Subd. Sask.
- 125297 August 21 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of Sinclair Street and their railway at mileage 264.91 Kingston Subd., Town of Cobourg, Ont. to the crossing of their railway and University Avenue, Town of Cobourg, Ont. mileage 0.33 Cobourg Harbour Branch, off mileage 264.35 Kingston Subd.
- 125298 August 21 – Exempting the N.Y.C. from the requirements of Order No. 123336 relating to the application of reflective markings on railway cars.
- 125299 August 21 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Barton Developments Limited at Wrentham, Alta. near mileage 68.6 Stirling Subd. C.P.R.
- 125300 August 21 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Barton Developments Limited at Nobleford, Alberta, near mileage 12.0 Aldersyde Subd. C.P.R.

- 125301 August 21 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Barton Developments Limited at New Dayton, Alta. near mileage 9.3 Coutts Subd. C.P.R.
- 125302 August 21 – Authorizing the C.N.R. to convert from manual to automatic control the crossing protection at the crossing of their railway and Cannon Street in Hamilton, Ont. mileage 0.53 Hagersville Subd.
- 125303 August 21 – Approving Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and five connecting companies.
- 125304 August 21 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge crossing the Yamaska River, Township of Shefford, County of Shefford, P.Q. mileage 14.84 Drummondville Subd.
- 125305 August 22 – Authorizing the County of Elgin, Ont. to construct an overhead bridge to carry County Road No. 42 across and over the C.P.R. at mileage 33.19 Port Burwell Subd. which will replace the existing level crossing at mileage 33.21 Port Burwell Subd. and upon completion of the bridge requiring the Railway to close, within the limits of its right of way the existing crossing.
- 125306 August 22 – Approving changes in the automatic protection at the crossing of the C.N.R. and Blackfoot Trail in Calgary, Alta. mileage 2.69 Freight Terminal Line.
- 125307 August 22 – Authorizing the Ontario Department of Highways to construct an overhead bridge to carry the Kitchener-Waterloo Expressway (Henry Sturm Boulevard) across and over the C.N.R., City of Kitchener, Ont. at mileage 2.83 Waterloo Subd. (Galt Branch) eliminating an existing level crossing at mileage 2.85 Waterloo Subd.; to construct a temporary detour road to carry diverted Henry Sturm Boulevard across the C.N.R.; and requiring the Railways to install automatic protection at the said temporary crossing and to remove the temporary crossing and protection upon completion of the overhead bridge.
- 125308 August 22 – Authorizing the C.N.R. to operate their engines, cars and trains over the two pedestrian underpasses at Port Credit Station, Town of Port Credit, County of Peel, Ont. at mileage 12.81 Oakville Subd.

- 125309 August 22 - Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying Highway No. 2 across and under its right of way and tracks in the City of Lachine, P.Q. mileage 43.44 Adirondack Subd.
- 125310 August 22 - Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 8 at grade across the C.N.R. between the NW¼ of Section 25 and the NE¼-26-29-32-W1M, Sask. at mileage 99.30, Togo Subd; requiring the Railway to remove the existing automatic protection from the crossing of their railway and the highway at mileage 99.98 Togo Subd. replacing same with two reflectorized crossing signs and to install the said automatic protection at the new crossing.
- 125311 August 22 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 50th Street in Edmonton, Alta. mileage 125.03 Vegreville Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 48.16 Dodsland Subd., Alta.
- 125312 August 22 - Approving the location of the proposed additional 5,000 Imperial gallon flammable liquid vertical storage tank and associated piping of Texaco Canada Limited at Vegreville, Alta. near mileage 0.03 Vegreville Subd. C.P.R.
- 125313 August 22 - Approving changes to the automatic protection at the crossing of the C.N.R. and King Road, west of Burlington, Ont. mileage 33.31 Oakville Subd.
- 125314 August 22 - Approving changes to the automatic protection at the crossing of the C.N.R. and Thirtieth Street in Long Branch, Ont. mileage 8.76 Oakville Subd.
- 125315 August 22 - Approving changes in the automatic protection at the crossing of the C.N.R. and Ashburn Lake Road in Coldbrook, N.B. mileage 84.20 Sussex Subd.
- *125316 August 22 - Amending Order No. 124865 which authorized the C.N.R. to carry traffic over the Great Slave Lake Railway commencing at a point of connection with the railway of the N.A.R. at mileage 60.6 of the Peace River Subd. and extending northerly and north-easterly approximately 377 miles in Alberta and N.W.T. to Hay River on the south shore of Great Slave Lake, also a branch line commencing at mileage 368.46 of the G.S.L.R. and extending westerly approximately 55 miles to Pine Point, south of the Great Slave Lake, all in the N.W.T. (See page 522, 57 BTC).

- 125317 August 22 - Authorizing the Toronto, Hamilton and Buffalo Railway Company to relocate the reflectorized crossing signs from the crossing of its railway and Strathearne Avenue, City of Hamilton, Ont. mileage 0.98 Industrial Spur to another crossing of its railway and Napier Street in Dundas, Ont. mileage 2.98 Hamilton and Dundas Branch.
- 125318 August 22 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge carrying the eastward main line of their Kingston Subd. across Smith's Creek, Town of Port Hope, County of Durham, Ont. at mileage 270.3 Kingston Subd.
- 125319 August 22 - Authorizing the Quebec Department of Roads to widen and improve Moulin Kelly Road where it crosses the C.N.R., Municipality of the Parish of Plessisville, County of Megantic, P.Q. at mileage 37.73 Danville Subd. and requiring the Railways to install automatic protection at the said crossing.
- 125320 August 22 - Authorizing the Ontario Department of Lands and Forests to widen the highway where it crosses the C.P.R. in Ramsey, Ont. mileage 70.41 Nemegos Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125321 August 22 - Approving tolls to tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A. and rescinding the authority of Orders Nos. 122792 and 123405.
- 125322 August 22 - Authorizing the Township of Teck, Ont. to relocate Burnside Drive where it crosses the Nipissing Central Railway from mileage 5.98 Kirkland Lake Subd. to mileage 5.92 Kirkland Lake Subd., and requiring the Railway to install automatic protection at the new crossing before it is opened for the use of the public, and to close the existing crossing.
- 125323 August 22 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 56 five miles south of Stettler, Alta. mileage 61.02 Endiang Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 64.31 Endiang Subd., Alta.
- 125324 September 14 - Approving By-law No. 21420 of the Borough of North York, Ont. which prohibits the sounding of engine whistles at certain crossings within the Municipality.

- 125325 August 22 - Declaring the crossing of the C.N.R. and the highway in the Village of Grande Riviere, County of Gaspé East, P.Q. at mileage 53.44 Chandler Subd. a public crossing, and authorizing the Village of Grande Riviere, County of Gaspé East, P.Q. to reconstruct Cimetiere Street at the crossing of the C.N.R.
- 125326 August 22 - Authorizing the Alberta Department of Highways to reconstruct Park Road No. 109 where it crosses the C.N.R. north of the NW¼-23-49-22-W4M, County of Leduc No. 25, Alta. at mileage 26.58 Camrose Subd.
- 125327 August 22 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Prevost Road in the Parish of St-Charles-Boromé, Bellechasse County, P.Q. mileage 99.73 Montmagny Subd.
- 125328 August 22 - Authorizing the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and 5th Concession Road, Township of Westminster, Ont. mileage 6.76 Talbot Subd.
- 125329 August 22 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Halton County Road No. 9, Township of Nassagaweya, County of Halton, Ont. mileage 15.90 Goderich Subd.
- 125330 August 22 - Authorizing the Township of McNab, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Concessions 9 and 10 Lot 15, County of Renfrew, at mileage 32.22 Renfrew Subd.
- 125331 August 22 - Authorizing the Quebec Department of Roads to widen Ste. Genevieve Road where it crosses the C.N.R., Village of St. Isidore, P.Q. at mileage 209.56 Monk Subd. and requiring the railway to install automatic protection at the said crossing.
- 125332 August 22 - Approving changes to the automatic protection at the crossing of the C.N.R. and Ontario Street in Brighton, Ont. mileage 242.07 Kingston Subd.
- 125333 August 22 - Authorizing the City of Sault Ste. Marie, Ont. to widen People's Road where it crosses the Algoma Central Railway at mileage 3.31 Sault Ste. Marie Subd. and requiring the Railway to relocate and revise the existing automatic protection at the said crossing.

- 125334 August 22 – Authorizing the Ontario Department of Highways to widen Highway No. 4 where it crosses the C.N.R., Village of Lucan, Ont. at mileage 14.89 Forest Subd. and requiring the Railways to relocate and revise the existing automatic protection at the said crossing.
- 125335 August 22 – Authorizing the C.P.R. to revise the automatic protection at the crossing of its railway and the Edmonton Trail (Highway No. 2), in Calgary, Alta. mileage 4.77 Red Deer Subd. and imposing a speed restriction of sixty miles per hour between mileage 4.4 and mileage 5.4 Red Deer Subd.
- 125336 August 22 – Authorizing the Quebec Department of Roads to relocate the Bearn-Fabre Road from the crossing of the C.P.R. at mileage 94.71 Temiscaming Subd. to mileage 94.55 Temiscaming Subd., St-Placide-de-Bearn, P.Q. requiring the railway to close the existing crossing and to install automatic protection at the new crossing.
- 125337 August 22 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and nine connecting companies.
- 125338 August 22 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Gauthier Street in Joliette, P.Q. mileage 6.62 St. Gabriel Subd.
- 125339 August 23 – Authorizing the C.P.R. to remove the caretaker at Webb, Sask. mileage 20.9 Maple Creek Subd.
- 125340 August 23 – Authorizing the C.N.R. to remove the station building at Perthuis, P.Q. mileage 50.3 St. Raymond Subd. and to construct a shelter in its place.
- 125341 August 23 – Authorizing the C.N.R. to remove the station agent at Kendal, Sask. provided a resident caretaker is appointed.
- 125342 August 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Range No. 2 at mileage 115.34 Drummondville Subd. Champlain Area, P.Q.
- 125343 August 23 – Authorizing the Township of Oneida, Ont. to reconstruct First Line Road where it crosses the C.N.R. between Concessions 1 and 2 in the County of Haldimand, at mileage 25.44 Hagersville Subd. and to improve the vision in all angles of the said crossing.
- 125344 August 23 – Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Wilkie Subd. between mileage 62.96 and mileage 68.64, Sask.

- 125345 August 23 - Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Tisdale Subd. between mileage 45.82 and mileage 46.34, Sask.
- 125346 August 23 - Amending Order No. 116991 which authorized the British Columbia Department of Highways to reconstruct and improve the subway carrying the highway across and under two tracks of the C.P.R. near Lytton, B.C. mileage 95.32 Thompson Subd.
- 125347 August 23 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing opposite mileage 142.96 Rivers Subd. to another crossing at mileage 12.37 Ste. Rose Subd. Man.
- 125348 August 24 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Guimond Boulevard, City of Jacques-Cartier, P.Q. mileage 5.68 Sorel Subd.
- 125349 August 24 - Approving changes in the automatic protection at the crossing of the C.N.R. and Cawthra Road in Long Branch, Ont. mileage 11.47 Oakville Subd.
- 125350 August 24 - Authorizing the Quebec Department of Roads to widen Church Street where it crosses the Napierville Junction Railway Company, Municipality of the Village of Napierville, P.Q. at mileage 12.38 Delson Subd. and requiring the Railway to install automatic protection at the said crossing.
- 125351 August 24 - Authorizing the Township of Richmond, Ont. to widen and improve the Township Road where it crosses the C.N.R. between Lots 6 and 7, Concession 2, County of Lennox and Addington, at mileage 202.77 Kingston Subd.
- 125352 August 24 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Range Road 1 Northeast in St. Cajetan D'Armagh, P.Q. mileage 171.74 Monk Subd.
- 125353 August 24 - Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 21.02 Leduc Subd., Alta. to another crossing at mileage 0.16 Coronet Lead, which junctions with the Willingdon Subd. at mileage 172.68 Alta.
- 125354 August 24 - Exempting the C.P.R. from erecting and maintaining right of way fences on its Lyleton Subd., Man. between certain mileages.
- 125355 August 24 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
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- *125356 August 24 – Authorizing the C.P.R. to abandon that portion of its Carleton Place Subd. between mileage 1.4 and mileage 8.1, Ont. and imposing a speed restriction of fifteen miles per hour between mileage 0.00 and mileage 1.4 Carleton Place Subd., (See page 523, 57 BTC)
- 125357 August 24 – Authorizing the C.N.R. to remove the station agent at Odessa, Sask. mileage 54.0 Glenavon Subd. provided a resident caretaker is appointed.
- 125358 August 24 – Authorizing the Metropolitan Corporation of Greater Winnipeg, Man. to widen Wilkie Avenue where it crosses the C.N.R., R.M. of Charleswood, Man. at mileage 0.10 Carman Subd.
- 125359 August 24 – Approving the crossing of Second Street (Baker Street) as constructed across the C.N.R., Village of Grande Riviere, County of Gaspé East, P.Q. at mileage 53.50 Chandler Subd.
- 125360 August 25 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 10th Range Road, Municipality of the Parish of Notre-Dame-du-Bon-Conseil, P.Q. mileage 87.38 Drummondville Subd.
- 125361 August 25 – Authorizing the C.N.R. to construct a second track across the municipal road between the SW¼ of Section 29 and the SE¼-30-6-8-EPM, R.M. of La Broquerie, Man., opposite mileage 112.24 Sprague Subd.
- 125362 August 25 – Amending Order No. 118619 which authorized the Municipality of Metropolitan Toronto to construct a subway to carry Don Mills Road across and under the C.P.R. in the Township of North York, County of York, Ont. at mileage 204.36 Belleville Subd.
- 125363 August 25 – Authorizing the Township of Brighton, Ont. to reconstruct the Township Road (Lawson Settlement Road) where it crosses the C.P.R. and the C.N.R. in Lot 25, Concession A, County of Northumberland, at mileage 238.97 Kingston Subd. (C.N.R.) and mileage 109.66 Belleville Subd. (C.P.R.)
- 125364 August 25 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Pentecostal Road, Township of Hamilton, Ont. mileage 131.57 Belleville Subd. and authorizing the C.N.R. to install automatic protection at the crossing of their railway and Pentecostal Road, Township of Hamilton, Ont. mileage 260.70 Kingston Subd.

- 125365 August 28 – Authorizing the Alberta Department of Highways to reconstruct Highway No. 26 where it crosses the C.N.R. west of the SW¼-18-28-25-W4M, near Beiseker, Alta. at mileage 91.23 Three Hills Subd. and requiring the Railway to relocate the existing automatic protection at the said crossing.
- 125366 August 28 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Highway No. 12 across and over its track in Lot 16, Concession 11, Township of Medonte, County of Simcoe, Ont. at mileage 88.72 MacTier Subd.
- 125367 August 28 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 7th Avenue, City of Medicine Hat, Alta. mileage 147.4 Maple Creek Subd. mileage 0.76 South Industrial Spur.
- 125368 August 28 – Imposing a speed restriction of ten miles an hour at the crossing of the C.P.R. and 7th Avenue, City of Medicine Hat, Alta. mileage 147.4 Maple Creek Subd. mileage 0.76 South Industrial Spur.
- 125369 August 28 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure which carries their track across and over the highway in the Town of St. Romuald d'Etchemin, County of Levis, P.Q. mileage 4.99 St. Romuald Subd.
- 125370 August 28 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying an access road across and over their tracks, City of Montreal, P.Q. at mileage 5.83 Montreal Subd.
- 125371 August 28 – Authorizing the C.N.R. to operate their engines, cars and trains over the pedestrian underpass at Dorval Station, City of Dorval, Ile de Montreal, P.Q. at mileage 11.5 Montreal Subd.
- 125372 August 28 – Authorizing the Township of Oneida, Ont. to improve the vision where the Township Road crosses at grade the C.N.R. between Concessions 2 and 3, mileage 24.17 Hagersville Subd.
- 125373 August 28 – Authorizing the C.N.R. to operate over the pedestrian subway at Boischatel, County of Montmorency, P.Q. at mileage 6.58 Murray Bay Subd.

- 125374 August 28 - Amending Order No. 121558 which authorized the Township of King, Ont. to reconstruct and improve the overhead bridge carrying the 2nd Concession Road (Bathurst Street) across and over the C.N.R. between Lots 11 and 12, Concession 2, and Lots 71 and 72, Concession 1, mileage 26.48 Newmarket Subd.
- 125375 August 28 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 67.4 Brazeau Subd., Alta.
- 125376 August 28 - Amending Order No. 121994 which authorized the Federal Department of Public Works, on behalf of the Federal Department of Transport, to reconstruct, improve and relocate the overhead bridge carrying Isle aux Morts Road across and over the tracks of the C.N.R. at Port aux Basques, Nfld. mileage 547.5 Port aux Basques Subd.
- 125377 August 28 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 12.84 Grimsby Subd. Ont. to another crossing at mileage 0.64 N.S. & P. Spur, which junctions with the Welland Subd. at mileage 1.56, Ont.
- 125378 August 28 - Extending the time within which automatic protection shall be installed at the crossing of the C.N.R. and Rochefondu Road, Township of Westmeath, Ont. mileage 71.84 Beachburg Subd.
- 125379 August 28 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Angers Street, City of Montreal, P.Q. mileage 0.96 Cote St-Paul Spur.
- 125380 August 28 - Authorizing the C.P.R. to operate its engines, cars and trains over the bridge crossing the Hespeler Floodway, Man. at mileage 50.1 LaRiviere Subd.
- 125381 August 28 - Authorizing the Quebec Department of Roads to realign and reconstruct Range 5 Road where it crosses the C.N.R., Municipality of Perce (Val d'Espoir), County of Gaspé South, P.Q. from mileage 69.78 to mileage 69.81 Chandler Subd.
- 125382 August 28 - Authorizing the R.M. of Buchanan No. 304, Sask. to construct the municipal road across the C.N.R. between the NE¼ of Section 14 and the SE¼-23-32-4-W2M, mileage 8.06 Assiniboine Subd. and upon completion, requiring the Railways to remove the existing crossing of the municipal road and their railway at mileage 8.02 Assiniboine Subd. Sask.

- 125383 August 28 - Authorizing the C.N.R. to operate their engines, cars and trains on the temporary track diversion to permit the construction of the subway in the Municipality of Boucherville, County of Chambly, P.Q. in the vicinity of mileage 7.7 Sorel Subd.
- 125384 August 28 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the Townline Road between the Townships of North Dumfries and Blenheim, Ont. mileage 68.82 Galt Subd.
- 125385 August 28 - Authorizing the Township of Elizabethtown, Ont. to reconstruct Sharpe's Lane where it crosses the C.N.R. in Lot 3, Concession 1, in the United Counties of Leeds and Grenville, at mileage 123.11 Kingston Subd.
- 125386 August 28 - Authorizing the Bell Telephone Company of Canada to construct, operate, maintain and repair lines of telephone along the C.P.R., Town of Val Morin, County of Terrebonne, P.Q. at mileage 37.4 Ste. Agathe Subd.
- 125387 August 28 - Authorizing the United Counties of Northumberland and Durham, Ont. to reconstruct and improve the subway carrying County Road No. 4 (Liberty Street) across and under the C.P.R. in the Town of Bowmanville, Ont. at mileage 163.58 Belleville Subd; authorizing the Railway to close the road approaches of the road; to construct a temporary diversion across the road; to remove the said temporary deviation and to relocate its track to its permanent location upon completion of the subway.
- 125388 August 28 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 20.0 Brazeau Subd., Alta.
- 125389 August 28 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 88.4 Brazeau Subd., Alta.
- 125390 August 29 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway between Kalium and Eastview, Sask. mileage 26.75 Central Butte Subd.
- 125391 August 29 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Swan Valley Consumer Co-operative Limited at Swan River, Man., near mileage 0.18 Erwood Subd. C.N.R.
- 125392 August 29 - Authorizing the C.N.R. to remove the caretaker and the shelter at Ste. Therese de Gaspé, P.Q. mileage 58.7 Chandler Subd.

- 125393 August 29 - Authorizing the C.N.R. to make changes to the signals between their Toronto Yard and Humber, Ont., mileage 0.0 and mileage 4.3 Halton Subd.
- 125394 August 29 - Approving By-law No. 1248 of the Town of Richmond Hill, Ont. which prohibits the sounding of engine whistles at certain crossings.
- 125395 August 29 - Rescinding authority of Order No. 122501 which authorized the C.P.R. to relocate the existing reflectorized crossings signs from the crossing of its railway and the highway at mileage 173.01 Willingdon Subd., Alta. to the crossing at mileage 0.16 Coronet Lead, which junctions with the Willingdon Subd. at mileage 172.68, Alta.
- 125396 August 29 - Assessing the cost of maintenance of the crossing of Highway No. 574 and the C.N.R. between Lots 2 and 3, Concession 3, Township of Brower, District of Cochrane, Ont. at mileage 174.69 Taschereau Subd. on the Ontario Department of Highways.
- 125397 August 29 - Authorizing the City of Thetford Mines, P.Q. to widen and improve Ouellet Street East where it crosses the Q.C.R. (C.P.R.) at mileage 1.88 Industrial Siding.
- 125398 August 29 - Revoking the authority of Order No. 72173 which approved the location of facilities of the British American Oil Company Limited for the handling and storage of flammable liquids near the C.P.R. at Perth Junction, N.B.
- 125399 August 29 - Authorizing the Bell Telephone Company of Canada to construct, operate, repair and maintain its line of telephone under, over and along the C.N.R. City of St. Jerome, County of Terrebonne, P.Q. from mile 0.23 to mile 0.46, St. Jerome Industrial Spur.
- 125400 August 29 - Granting leave to the Municipality of Metropolitan Toronto to prosecute the C.P.R. for an alleged violation of General Order No. 0-26.
- 125401 August 29 - Authorizing the O.N.R. to remove the caretaker and the station building at Arntfield, P.Q.
- 125402 August 29 - Authorizing the City of Regina, Sask. to construct Ross Avenue across the C.P.R., at mileage 0.7 Lanigan Subd. and requiring the Railway to install automatic protection at each approach roadway to the said crossing.

- 125403 August 29 – Authorizing the Highways Department of Manitoba to reconstruct Provincial Road No. 258 where it crosses the C.N.R. east of the NE¼-8-5-14-WPM, in the vicinity of Baldur, R.M. of Argyle, Man. at mileage 112.19 Carman Subd.
- 125404 August 29 – Authorizing the C.P.R. to remove the automatic protection at the crossing of its railway and the highway near Yale, B.C. mileage 24.25 Cascade Subd.
- 125405 August 29 – Assessing the cost of maintenance of the crossing of Highway No. 574 and the C.N.R. between Concessions 2 and 3, Range 12, Township of Fox, District of Cochrane, Ont. at mileage 173.22 Taschereau Subd. on the Ontario Department of Highways.
- 125406 August 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and No. 6 Highway near Ceylon, Sask., mileage 16.19 Bengough Subd.
- 125407 August 29 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- 125408 August 29 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and three connecting companies.
- 125409 August 30 – Amending Order No. 120965 which authorized the National Capital Commission to construct an overhead bridge to carry Gladstone Avenue across and over the C.P.R., City of Ottawa, Ont. at mileage 0.64 Prescott Subd.
- 125410 August 30 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at Embro, Ont. mileage 10.98 St. Mary's Subd.
- 125411 August 30 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway six poles north of Hanley, Sask. mileage 120.90 Craik Subd.
- 125412 August 30 – Extending the time within which the automatic protection is required to be installed at the crossing of the C.N.R. and St. James Street. Town of Sackville, N.B. mileage 0.27 Tormentine Subd.
- 125413 August 31 – Authorizing the Ontario Department of Highways to widen Huntley Road (old Highway No. 15) where it crosses the C.P.R. in Stittsville, Ont. mileage 14.27 Carleton Place Subd. and requiring the Railway to relocate and revise the automatic protection at the said crossing.

- 125414 August 31 — Authorizing the C.N.R. to reconstruct the bridge at mileage 27.3 Caramat Subd., Ont. and authorizing the Railway to operate their engines cars and trains over the said bridge during the period of reconstruction.
- 125415 August 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and No. 7 Bruce County Road, Village of Ripley, Ont. mileage 49.59 Kincardine Subd.
- 125416 September 1 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in New Lowell, Ont. mileage 15.60 Meaford Subd.
- 125417 September 1 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at St. Maurice, P.Q. mileage 5.5 Piles Subd.
- 125418 September 1 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at mileage 40.82 Bonnyville Subd., Alta.
- 125419 September 1 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at mileage 4.76 Outlook Subd., Sask.
- 125420 September 1 — Authorizing the Highways Department of Manitoba to realign and widen Provincial Road No. 430 where it crosses the C.P.R. in the R.M. of Portage La Prairie, Man. at mileage 42.00 Carberry Subd.
- 125421 September 1 — Approving tolls to Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- *125422 September 1 — Prescribing Supplemental Regulations to General Order No. T-22 which prescribes Regulations Governing the Construction, Filing and Posting of Passenger Tariffs by Railway Companies. (See page 582, 57 B.T.C.)
- 125423 September 1 — Extending the time within which the CNR are required to install automatic protection at the crossing of their railway and Otter Lake Road, Township of Foley, Ont. mileage 143.65 Bala Subd.
- 125424 September 1 — Approving the changes in the automatic protection at the crossing of the C.P.R. and Forest Hill Road, Fredericton, N.B. at mileage 21.20 Fredericton Subd. the C.N.R. at mileage 68.95 Oromocto Subd.
- 125425 September 1 — Extending the time within which the Great Northern Railway is required to install automatic protection at the crossing of its railway and Kaslo Street, Vancouver, B.C. mileage 153.82 Third Subd.

- 125426 September 1 - Authorizing the C.N.R. to reconstruct the bridge crossing Moonbeam Creek in Lempriere, B.C. mileage 105.5 Albreda Subd. and to operate their engines cars and trains over the said bridge during the period of reconstruction.
- 125427 September 1 - Authorizing the Quebec Department of Roads to widen and improve the Municipal Road where it crosses the C.P.R., Municipality of the Township of Wright, County of Gatineau, P.Q. mileage 51.50 Maniwaki Subd.
- 125428 September 1 - Authorizing the C.N.R. to close, within the limits of their right of way, the following crossings of their railway and Municipal Road, R.M. of Mantario No. 262, Sask: between the NE $\frac{1}{4}$ -3-27-28 and the NW $\frac{1}{4}$ -2-27-28-W3M, at mileage 33.44 Mantario Subd; between the SE $\frac{1}{4}$ -16-27-28- and the NE $\frac{1}{4}$ -9-27-28-W3M at mileage 35.05 Mantario Subd; between the SW $\frac{1}{4}$ -16-27-28- and the NW $\frac{1}{4}$ -9-27-28-W3M at mileage 35.64 Mantario Subd.; between the SE $\frac{1}{4}$ -30-26-28 and the NE $\frac{1}{4}$ -19-26-28-W3M at mileage 4.62 Acadia Valley Subd.
- 125429 September 5 - Approving clearances on track No. 23 serving buildings 53 and 61 of the north plant of General Motors of Canada Limited, City of Oshawa, Ont. CNR provided that signs indicating less than standard clearances are erected.
- 125430 September 5 - Approving Plan showing the deviation of the C.N.R.'s Wainwright Subd. 2.28 miles in length, County of Strathcona, Alta. to accommodate the construction of the sub-way.
- 125431 September 5 - Authorizing the Alberta Department of Highways to construct a highway across the deviation of the C.N.R.'s Wainwright Subd. between the SW $\frac{1}{4}$ -13 and SE $\frac{1}{4}$ -14-53-23-W4M, County of Strathcona, Alta. at mileage 255.97 Wainwright Subd.
- 125432 September 5 - Approving Revised Appendix "A" and Alternate Appendix "B" (1967), to Traffic Agreement between the Bell Telephone Company of Canada and La Compagnie de Telephone de Risborough.
- 125433 September 5 - Authorizing the Ontario Department of Highways to widen and improve Highway No. 7A where it crosses the C.P.R. between Concessions 8 and 9, Lot 15, Township of Cavan, County of Durham, Ont.

- 125434 September 5 – Authorizing the Highways Department of Manitoba to construct Sipiwesk Lake Road at grade across the C.N.R. in the NE¼-17-67-9-WPM, near Pipun, Man. at mileage 126.20 Wekusko Subd.
- 125435 September 5 – Authorizing the C.N.R. to construct an extension of their pedestrian underpass across and under their tracks at Fraser Street, City of North Bay, Ont. mileage 61.4 Alderdale Subd.
- 125436 September 5 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Domtar Packaging Limited (Hinde and Dauch Division) which commences at mileage 0.46 of their St. Malo Spur, off mileage 11.16 Bridge Subd. and crosses Provinciale and Bardou Streets at mileage 0.10 of the said siding, Town of Duberger, County of Quebec, P.Q.
- 125437 September 5 – Approving that portion of the proposed anhydrous ammonia transfer facilities of Cyanamid Canada Limited on the C.N.R. near mileage 27.87 Chatham Subd. at Glencoe, Ont.
- 125438 September 6 – Authorizing the Newfoundland Department of Highways to construct the highway at grade across the C.N.R. Town of Benton, District of Bonavista North, Nfld. mileage 204.45 Clarendville Subd.
- 125439 September 6 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Windsor Subd. between mileage 85.23 and mileage 85.61, Ont.
- 125440 September 6 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 71.10 Carberry Subd. to another crossing at mileage 8.54 Varcoe Subd. Man.
- 125441 September 6 – Authorizing the C.N.R. to construct a spur line to the Alwinsal Potash Plant across certain highways in the R.M. of Osborne No. 310, Sask.: the north and south road at mileage 0.41; the east and west road at mileage 1.45; the east and west road at mileage 6.22; the east and west road at mileage 8.24; the east and west road at mileage 10.32; the north and south road at mileage 12.0; the east and west road at mileage 12.5; the north and south road at mileage 14.53; the east and west road at mileage 14.68; the north and south road at mileage 16.38.

- 125442 September 6 – Extending the time within which CNR are required to install automatic protection, in lieu of the existing protection, at the crossing of the Highway No. 11 in Cooks Brook, N.B. mileage 118.71 Springhill Subd.
- 125443 September 6 – Authorizing the Township of North Fredericksburgh, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Concessions 4 and 5, County of Lennox and Addington, at mileage 194.15 Kingston Subd.
- 125444 September 6 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the Westminster Highway, Township of Richmond, B.C. at mileage 0.87 Ewan Branch, Lafarge Spur off mileage 5.28 Lulu Island Branch.
- 125445 September 6 – Approving the C.P.R.'s industrial spur line between mileage 1.24 and mileage 1.74 and the crossing at mileage 1.39 between the SE $\frac{1}{4}$ -28-34-27-W2M and the NE $\frac{1}{4}$ -21-34-27-W2M, Sask.
- 125446 September 6 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 77.85 Newmarket Subd. to another crossing at mileage 53.58 Midland Subd. Ont.
- 125447 September 6 – Amending Order No. 113430 which authorized the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 9 across and over the C.P.R. and the C.N.R. at mileage 32.55 MacTier Subd., and 52.01 Milton Subd., respectively between Lot 5, Concession 1, Township of Tecumseh, County of Simcoe, and Lot 27, Concession 10, Township of Albion, County of Peel, Ont.
- 125448 September 6 – Authorizing the R.M. of Samia No. 221, Sask. to construct the municipal road across the C.P.R. at mileage 21.04 Colonsay Subd.
- 125449 September 6 – Authorizing the City of Camrose, Alta. to widen 48th Avenue where it crosses the C.N.R. at mileage 48.08 Camrose Subd. and requiring the Railways to relocate and revise the automatic protection at the said crossing to provide for the reconstructed crossing.
- 125450 September 6 – Revoking authority to locate the flammable liquid bulk storage facilities of Anglo American Exploration Ltd. at Elrose, Sask. mileage 49.73 Elrose Subd. C.N.R. which was conferred by Orders Nos. 98504, 108115 and 111368.

- 125451 September 6 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Dufferin County Road No. 3 in East Garafraxa, Ont. mileage 14.77 Elora Subd.
- 125452 September 6 – Authorizing the C.N.R. to remove the caretaker and the station building at Wilno, Ont. mileage 90.3 Renfrew Subd.
- 125453 September 6 – Authorizing the C.N.R. to remove the station agent at Kukatush, Ont. mileage 133.12 Ruel Subd. provided a resident caretaker is appointed, and to replace the existing station building with a suitable shelter.
- 125454 September 6 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Cowansville Road (also known as Cure Godbout Road), Parish of Rainville, P.Q. mileage 1.76 Adirondack Subd.
- 125455 September 6 – Authorizing the C.N.R. to remove the station agent and the station building at St. Stanislas, P.Q. mileage 4.8 St. Stanislas Subd.
- 125456 September 7 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their Railway and the Municipal Road north of the NE¼–23–56–23–W4M M.D. of Sturgeon No. 90, Alta. mileage 18.45 Coronado Subd. to another crossing at mileage 1.11 Rhein Subd. Sask.
- 125457 September 7 – Authorizing the C.N.R. to construct a siding track across the north-south road in the R.M. of Blucher No. 343, Sask. at mileage 159.65 Watrous Subd.
- 125458 September 7 – Extending the time within which the CNR are required to install automatic protection at the crossing of Highway No. 46 in Corner Brook, Nfld, mileage 409.74 Port Aux Basques Subd.
- 125459 September 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Des Prairies Boulevard in Ville Brossard, P.Q. mileage 83.71 Massena Subd.
- 125460 September 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the highway in Cardigan, P.E.I. mileage 18.38 Georgetown Subd.
- 125461 September 7 – Authorizing the Alberta Department of Highways to widen Highway No. 36 where it crosses the C.P.R. in Taber, Alta. mileage 75.67 Taber Subd. and requiring the Railway to relocate and revise the automatic protection to provide for the said widened crossing.

- 125462 September 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Forest Road near Fort Saskatchewan, Alta. mileage 111.43 Vegreville Subd.
- 125463 September 7 - Exempting the C.N.R. from erecting and maintaining right of way fences on their Forest Subd., Ont. between certain mileages.
- 125464 September 7 - Approving changes in the automatic protection at the crossing of the C.P.R. and Boyne Street in Treherne, Man. mileage 73.35 Glenboro Subd.
- 125465 September 7 - Authorizing the Alberta Department of Highways on behalf of the Municipal District of Pincher Creek No. 9 to relocate the highway where it crosses the C.P.R. in Lundbreck, Alta. from mileage 72.51 to mileage 72.72 Crowsnest Subd. and requiring the Railway to close the existing crossing at mileage 72.51 when the new crossing is opened for the use of the public.
- 125466 September 7 - Rescinding authority of Order No. 119106 and approving the liquefied petroleum gas bulk storage and piping facilities, for servicing switch heaters of the C.P.R. as shown on Standard Plans No. T-6-1-1 and T-6-1-2 revised to August 1, 1967.
- 125467 September 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at mileage 116.39 Coronado Subd., Alta.
- 125468 September 7 - Authorizing the C.N.R. to close the station at Thedford, Ont. for a temporary period while the agent is on annual vacation.
- 125469 September 8 - Authorizing the C.N.R. to remove the caretaker and the station building at Cedars, P.Q. mileage 29.0 Kingston Subd.
- 125470 September 8 - Authorizing the City of Winnipeg, Man. to reconstruct Taylor Avenue where it crosses the C.N.R. at mileage 0.25 Oak Point Subd. to provide for two roadways and requiring the Railway to install automatic protection at the second roadway and to relocate the existing automatic protection.

- 125471 September 8 – Authorizing the C.P.R. and the Chesapeake and Ohio Railway Companies to operate their engines and trains through the interlocking at the crossing of their railways at Walkerville Junction in Windsor, Ont. mileage 108.12 Windsor Subd., and at Lakeshore, Windsor, Ont. mileage 109.87 Windsor Subd. and imposing a speed restriction of ten miles per hour to eastward rail movements of The Chesapeake and Ohio Railway Company, and a speed restriction of fifteen miles per hour approaching the said crossing and when they are passing the governing approach signal.
- *125472 September 8 – Authorizing the C.P.R. to publish rate of \$15.36 per ton of 2,000 pounds on Concentrates, Copper and Lead, in straight or mixed carloads, minimum weight 100,000 pounds, from Smeaton, Sask. to Tadanac (Trail), B.C., subject to a valuation not exceeding \$100.00 per ton of 2,000 pounds and subject to certain specified conditions. (See page 583, 57 BTC.)
- 125473 September 11 – Dismissing the application of the C.N.R. for authority to remove the station agent and the station building at Musquodoboit Harbour, N.S. mileage 47.5 Dartmouth Subd.
- 125474 September 11 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. near Chamberlain, Sask. mileage 53.62 Craik Subd.
- 125475 September 11 – Authorizing the Corporation of the District of Burnaby, B.C. to construct an overhead bridge to carry Willingdon Avenue across and over the G.N.R. at mileage 151.7 Third Subd. and over the C.N.R. at mileage 0.18 Tunnel Route eliminating the existing level crossing.
- 125476 September 11 – Authorizing the Ontario Department of Highways to construct a temporary detour of Highway No. 45 at grade across the C.N.R., Village of Hastings, County of Northumberland, Ont. mileage 41.12 Campbellford Subd., requiring the Railways to install automatic protection at the said temporary crossing and to protect all rail movements by a flagman until the automatic protection is installed and in operation, and within one year from the date of this Order, to close the temporary crossing and to remove the automatic protection.

- 125477 September 11 – Authorizing the C.P.R. to operate its engines and trains through the interlocking at the crossing of its railway and the C.N.R. near Morris, Man. mileage 41.0 La Riviere Subd., and mileage 0.22 Miami Subd. C.N.R. imposing a speed restriction of fifteen miles per hour on all rail movements of the C.P.R. when approaching and when passing the governing approach signal and all rail movements of the C.N.R. be brought to a stop before proceeding over the crossing.
- 125478 September 11 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Provincial Highway No. 3 near Hagen, Sask. mileage 89.91 Prince Albert Subd.
- 125479 September 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and the Township Road, Municipality of the Front of Leeds and Lansdowne, Ont. mileage 153.21 Kingston Subd. to another crossing of their railway and Water Street in Gananoque, Ont. at mileage 4.48 Gananoque Spur, which junctions with the Kingston Subd. at mileage 154.0.
- 125480 September 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Steveston Highway, Corporation of the Township of Richmond, B.C. at mileage 14.78 Lulu Island Branch, to another crossing at mileage 44.01 Dodsland Subd. Sask.
- 125481 September 11 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and District Highway No. 544Y at Wolf Creek, Alta. mileage 120.74 Edson Subd. to another crossing at mileage 40.66 Dodsland Subd. Sask.
- 125482 September 11 – Authorizing the Ontario Department of Highways to widen and improve Highway No. 130 where it crosses the C.P.R. between Lots 5 and 6, Concession 3, N.K.R., Township of Paipoonge, District of Thunder Bay, Ont. at mileage 8.58 Kaministiquia Subd. and requiring the Railway to relocate the existing automatic protection at the said crossing.
- 125483 September 11 – Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Foremost, Alta. near mileage 35.3 Stirling Subd. CPR, and revoking authority of Orders Nos. 111931, and 115686.

- 125484 September 11 – Imposing a speed restriction of five miles per hour at the crossing of the C.P.R. and the north-south road one mile south of Eckville, Alta. mileage 30.81 Alberta Central Subd.
- 125485 September 11 – Authorizing the C.N.R. to close the crossing of their railway and Carswell Street North, Town of Renfrew, Ont. mileage 42.90 Renfrew Subd.
- 125486 September 11 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Montee St. Hermas, St. Andrews East, P.Q. mileage 16.53 Grenville Subd.
- 125487 September 11 – Authorizing the Federal Department of Transport to construct an overhead bridge to carry Pleasant Street across and over the C.N.R., Town of North Sydney, N.S. mileage 0.30 Wharf Spur eliminating an existing crossing at mileage 0.31, requiring the Railway to make track changes; to close the existing crossing and approving the temporary restricted clearances.
- 125488 September 12 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 15.68 Kimberley Subd. B.C. to another crossing at mileage 73.99 Nelson Subd. B.C.
- 125489 September 12 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 36.98 Red Deer Subd. Alta. to another crossing at mileage 4.32 Mitford South-Westerly Branch, which junctions with the Laggan Subd. at mileage 27.19, Alta.
- 125490 September 12 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Westminster Highway, Township of Richmond, B.C. at mileage 12.25 Lulu Island Branch to another crossing at mileage 46.08 Dodsland Subd. Sask.
- 125491 September 12 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Sophia Street in Prescott, Ont. mileage 114.02 Kingston Subd.
- 125492 September 12 – Rescinding authority of Order No. 118988 and authorizing the C.N.R. to construct and maintain their Galt Industrial Lead across Eagle Street, at mileage 0.49; Industrial Road in the Town of Preston, Ont. mileage 0.74; Hespeler Road (Highway No. 24) in the City of Galt, Ont. mileage 1.01.

- 125493 September 12 – Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. at mileage 8.52 Edson Subd., Alta.
- 125494 September 12 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct and widen Highway No. 2 where it crosses the C.N.R., City of Moose Jaw, Sask. at mileage 40.10 Central Butte Subd. and requiring the C.N.R. to relocate and revise the existing automatic protection at the said crossing.
- 125495 September 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Victoria County Road No. 6 in Mariposa, Ont. mileage 7.53 Uxbridge Subd.
- 125496 September 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 1 By-Pass, Sask. mileage 90.21 Glenavon Subd.
- 125497 September 12 – Approving Revised Appendix “A” and Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Cecile de Whitton.
- 125498 September 12 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- 125499 September 12 – Approving Revised Appendix “A” (pages 1 and 3) to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l’Ouest).
- 125500 September 12 – Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and the Department of Lands and Forests (Mississagi and White River Lines).
- 125501 September 12 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Region de Kamouraska).
- 125502 September 12 – Approving Revised Appendix “A” and Supplement No. 4 to Traffic Agreement between the Bell Telephone Company of Canada and the Lingwick Municipal Telephone System.
- 125503 September 12 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l’Est).

- 125504 September 12 – Approving the overhead clearances on the sidings serving the buildings of the Firestone Tire & Rubber Company in the Town of Joliette, P.Q. which commences at mileage 6.99 St. Gabriel Subd. of the C.P.R. and at mileage 101.00 Joliette Subd. of the C.N.R. provided that signs indicating less than standard clearances are erected.
- 125505 September 12 – Authorizing the Township of Wainfleet, Ont. to reconstruct No. 10 sideroad where it crosses the C.N.R. between Lots 9 and 10, Concession 5, County of Welland, at mileage 22.03 Cayuga Subd.
- *125506 September 12 – Issuing licence to The Hamilton Harbour Commissioners for the year 1967 to operate a vessel to transport goods between all ports and places on Lake Ontario, Kingston, Ont., and West thereof. (See page 584, 57 BTC)
- 125507 September 13 – Approving the location of the flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Maniwaki, P.Q. near mileage 80.52 Maniwaki Subd. C.P.R. and revoking authority of Order No. 57196.
- 125508 September 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Brampton Street, Village of Perdue, Sask. mileage 39.27 Wilkie Subd.
- 125509 September 13 – Amending Order No. 117894 which authorized the Ontario Department of Highways to relocate Highway No. 805 from mileage 109.72 Alderdale Subd. to cross the C.N.R. in Lot 1, Concession 2, Township of Janes, District of Sudbury, Ont. mileage 109.75 Alderdale Subd.
- 125510 September 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at mileage 20.04 Edson Subd. Alta.
- 125511 September 13 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge in Linwood, N.S. at mileage 111.58 Hopewell Subd.
- 125512 September 13 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their tracks across and over the Trans-Canada Highway in the Municipality of the City of St. Romuald d'Etchemin, County of Levis, P.Q. at mileage 6.96 St. Romuald Subd.
- 125513 September 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Boundary Road between Burlington and Oakville, Ont. mileage 26.98 Oakville Subd.

- 125514 September 13 – Approving Supplement No. 3 to Traffic Agreement between the Bell Telephone Company of Canada and Paul Huot, Proprietor, Huot Telephone Service Registered.
- 125515 September 13 – Authorizing the City of Brockville, Ont. to reconstruct Oxford Avenue where it crosses the C.N.R. at mileage 124.09 Kingston Subd., and requiring the Railways to install automatic protection at the said crossing.
- 125516 September 13 – Authorizing the C.N.R. to install automatic protection at the crossings of their railway and Theodore Street, Leclaire Street and Sicard Street, Montreal, P.Q. at mileages 8.87, 8.93 and 8.98 respectively Longue Pointe Subd.
- 125517 September 13 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their tracks across and over Wilson Avenue in the Township of North York, County of York, Ont. at mileage 9.12 Newmarket Subd.
- 125518 September 13 – Authorizing the C.P.R. to operate its engines, cars and trains on the bridge crossing White Mud River, Man. mileage 17.4 Minnedosa Subd.
- 125519 September 13 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway at mileage 303.23 Kingston Subd., Ont.
- 125520 September 13 – Approving Alternate Appendix “B” (1967) to Traffic Agreement between the Bell Telephone Company of Canada and four connecting companies.
- 125521 September 13 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Main Street, being the first crossing south of the station Town of Leduc, Alta. mileage 79.03 Leduc Subd.
- 125522 September 13 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Trans-Canada Highway across and over their right of way and track, Town of North Sydney, N.S. at mileage 98.0 Sydney Subd.
- 125523 September 14 – Authorizing the C.N.R. to operate their engines, cars and trains under the extension of the overhead bridge crossing their right of way and tracks at mileage 6.36 Montreal Subd., P.Q.

- 125524 September 14 – Authorizing the Federal Department of Transport to construct a pedestrian overhead bridge across and over the C.N.R. at Commercial Street, Town of North Sydney, N.S. at mileage 0.50 Wharf Spur, eliminating the existing crossing at mileage 0.49 Wharf Spur, and requiring the Railways to close the existing crossing.
- 125525 September 14 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 144.23 Kingston Subd. Ont. to another crossing at mileage 0.39 Lakefield Spur, which junctions with the Campbellford Subd. at mileage 63.65, Ont.
- 125526 September 14 – Authorizing the City of Peterborough, Ont. to widen Barnardo Avenue where it crosses the Lakefield Spur of the C.N.R. at mileage 0.92.
- 125527 September 14 – Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Sutherland, Sask. near mileage 109.7 Sutherland Subd. CPR and revoking authority of Order No. 116872.
- 125528 September 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the tunnel carrying the Trans-Canada Highway across and under their right of way and tracks, City of Montreal, P.Q. at mileage 0.39 Montreal Subd.
- 125529 September 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Jockvale Road, Township of Nepean, County of Carleton, Ont. mileage 5.73 Smiths Falls Subd.
- 125530 September 14 – Authorizing the British Columbia Department of Highways to construct the Canner-Lickman Frontage Road across the C.N.R. at mileage 75.21 Yale Subd. B.C.
- 125531 September 14 – Approving Traffic Agreement and Supplements No. 1 – 11 inclusive between the Bell Telephone Company of Canada and Southern Teleservices Limited.
- 125532 September 14 – Authorizing the Nova Scotia Department of Highways to realign and reconstruct the highway where it crosses the C.N.R. near Orangedale, N.S. from mileage 41.33 to mileage 41.36 Sydney Subd. and requiring the Railways to install automatic protection at the said crossing.
- 125533 September 14 – Authorizing the Township of Saltfleet, Ont. to reconstruct DeWitt Road where it crosses the C.N.R. in Lots 16 and 17, Concession 1, County of Wentworth, at mileage 35.32 Grimsby Subd. and requiring the Railways to install automatic protection at the said crossing.

- 125534 September 14 – Extending the time within which the CNR are required to install automatic protection at the crossing of their railway and Rosedale Avenue, Town of Brampton, Ont. mileage 8.0 Orangeville Subd.
- 125535 September 14 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their track over the Trans-Canada Highway near Oxford, N.S. at mileage 2.2 Oxford Subd.
- 125536 September 14 – Approving the reflectorized crossing signs installed at the crossing of the C.N.R. and Nipissing Street in North Bay, Ont. mileage 62.48 Alderdale Subd.
- 125537 September 14 – Amending Order No. 124456 which authorized the Quebec Department of Roads to widen South Range Road where it crosses the C.N.R., Municipality of St-Tite, County of Champlain, P.Q. mileage 6.06 Linton Subd.
- 125538 September 14 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, being the first public crossing west of the station at Bittern Lake, Alta. mileage 80.59 Wetaskiwin Subd.
- 125539 September 14 – Authorizing the C.N.R. to construct an additional track across 2nd Avenue, City of St. Romuald, County of Levis, P.Q. mileage 0.47 of their St. Romuald Industrial Park Lead which commences at mileage 5.62 St. Romuald Subd.
- 125540 September 14 – Authorizing the Northern Alberta Railways Company to install automatic protection at the crossing of its railway and the highway, Village of Boyle, Alta. mileage 72.17 Lac La Biche Subd.
- 125541 September 14 – Authorizing the City of Regina, Sask. to widen Rose Street where it crosses the C.N.R. at mileage 0.10 Block 123 Spur, off mileage 0.11 Simpson-Sears Lead, off mileage 0.15 Fourth Avenue Lead, off mileage 1.05 Regina Terminal Subd.; Hamilton Street where it crosses the C.N.R. at mileage 0.15 Simpson-Sears Lead, off mileage 0.15 Fourth Avenue Lead, off mileage 1.05 Regina Terminal Subd.
- 125542 September 14 – Authorizing the Cumberland Railway Company, Sydney and Louisburg Division to make track changes in the Sydney Junction Area, N.S. and to install an interlocking at the crossings at grade of its railway and the tracks of the Dominion Steel Company, Sydney Junction Area, N.S.,

and imposing a speed restriction of ten miles per hour on rail movements approaching the said crossings and when it is within 500 feet of the governing interlocking signal.

- 125543 September 14 – Approving changes in the automatic protection at the crossing of the C.N.R. and Trenton Road in New Glasgow, N.S. mileage 43.66 Hopewell Subd.
- 125544 September 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the highway between Lots 17 and 18, Concession 4, Township of March, Ont. at mileage 20.27 Beachburg Subd.
- 125545 September 14 – Amending Order No. 121360 which authorized the Municipality of Metropolitan Toronto to construct a subway to carry Kipling Avenue across and under the C.N.R., Township of Etobicoke, County of York, Ont. at mileage 11.07 Weston Subd.
- 125546 September 14 – Authorizing the C.N.R. to temporarily divert their railway to permit the construction of Kipling Avenue across and under their tracks, Township of Etobicoke, County of York, Ont. at mileage 11.07 Weston Subd. across and over the pipe lines of Imperial Oil Enterprises Limited (Sarnia Products Division), Sun-Canada Pipe Line Company Limited, and Trans-Northern Pipe Line Company.
- 125547 September 15 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway near Stony Beach, Sask. mileage 22.18 Central Butte Subd.
- 125548 September 15 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 55, Parish of St. Felicien, County of Lake St. John, P.Q. mileage 27.05 Roberval Subd.
- 125549 September 15 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Lingwick Municipal Telephone System.
- 125550 September 15 – Approving the location of the proposed 1,000 Imperial gallon horizontal flammable liquid storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Kenaston, Sask. near mileage 109.41 Craik Subd. C.N.R.
- 125551 September 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and High Street, Town of New Glasgow, N.S. mileage 44.09 Hopewell Subd.

- 125552 September 15 – Approving Supplement No. 23 to Traffic Agreement between the Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of Moore.
- 125553 September 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and John Street, New Glasgow, N.S. mileage 43.28 Hopewell Subd.
- 125554 September 15 – Amending Order No. 119297 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Midgic Highway near Sackville, N.B. mileage 5.37 Tormentine Subd.
- 125555 September 15 – Authorizing the C.N.R. to remove the station buildings at Bright, Shakespeare, Lucan, Ailsa Craig, Park Hill, Ripley and Tavistock, Ont. all in the Stratford Master Agency Plan.
- 125556 September 15 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure crossing Fergus Street, Village of Aboyne, near Elora, Ont. mileage 45.2 Fergus Subd.
- 125557 September 15 – Amending Order No. 119196 which authorized the C.N.R. to install automatic protection at the crossing of their railway and MacArthur Road, County of Inverness, N.S. at mileage 28.38 Sydney Subd.
- 125558 September 15 – Amending Order No. 119137 which authorized the N.Y.C. to install automatic protection at the crossing of its railway and Highway No. 98, Township of Rochester, Ont. mileage 201.53 N.F. Main Line Subd.
- 125559 September 15 – Authorizing the C.P.R. to relocate the existing automatic protection from the crossing of its railway and Old Highway No. 2 near Aroostook Junction, mileage 0.44 Aroostook Subd. to the crossing of its railway and Jawbone Road in Perth, N.B. mileage 98.95 Shogomoc Subd.
- 125560 September 18 – Amending Order No. 125121 which authorized the City of Jacques-Cartier, P.Q. to construct Jacques-Cartier Boulevard across the C.N.R., at mileage 5.14 Sorel Subd.
- 125561 September 18 – Authorizing the National Capital Commission to make changes to the signals on the Ottawa Subd. of the C.N.R. and the Montreal and Ottawa Subd. of the C.P.R. in the Ottawa Area, Ont. and exempting both Railways from the application of Section 53(1) of General Order No. E-14.

in respect of the switch at mileage 83.0 Montreal and Ottawa Subd., provided no engine or train shall clear the main track at the said switch.

- 125562 September 18 – Authorizing the Quebec Department of Roads to widen Main Street where it crosses the C.N.R., Town of Delson, P.Q. at mileage 77.62 Massena Subd. and requiring the Railways to install automatic protection at the said crossing.
- 125563 September 18 – Authorizing the C.N.R. to operate their engines, cars and trains on the bridge structure carrying La Route across and under the Victoria Bridge and their tracks in the City of Montreal, P.Q. at mileage 72.00 St. Hyacinthe Subd.
- 125564 September 18 – Authorizing the C.N.R. to remove the station agent at Whitney, Ont. provided an on-hand representative is appointed; and to remove the station building at Whitney, Ont.
- 125565 September 18 – Dismissing the application of the C.N.R. for authority to remove the station agent and appoint a caretaker and remove the station building and erect a shelter at Les Etroits, P.Q. mileage 34.4 Monk Subd.
- 125566 September 18 – Approving the location of the proposed additional 1,000 Imperial gallon horizontal flammable liquid storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Mankota, Sask., near mileage 64.51 Wood Mountain Subd. C.P.R.

The Board of Transport Commissioners for Canada

Judgments, Orders, Regulations and Rulings

IN THE MATTER OF the accident which occurred on the 7th day of October, 1966, at the level crossing of St. Charles Street, Dorion, P.Q., and the railway of the Canadian National Railways, mileage 24.54 Kingston Subdivision.

*File No. 9437.461
October 30, 1967*

BEFORE:

ROD. KERR, Q.C.,
J. E. DUMONTIER,
J. M. WOODARD,

*Chief Commissioner.
Deputy Chief Commissioner.
Commissioner.*

APPEARANCES:

PAUL GERIN-LAJOIE, Q.C.,
and

B. LACOMBE,
MARC BRIERE

R. B. HOLDEN

W. A. GRANT, Q.C.,

C. PERRAULT, Q.C.,
and

H. J. G. PYE,

M. S. BISTRISKY

J. C. NOLIN, Q.C.,

G. COTE,

for the Town of Dorion.

for certain families.

for Fleury family.

for Insurers of the school bus.

for Canadian National Railways.

*for Canadian Pacific Railway
Company.*

for Government of Quebec.

for Department of Justice, Ottawa.

JUDGMENT

KERR, C.C., DUMONTIER, D.C.C., WOODARD, C.:

An Interim Judgment was given on March 9, 1967, in respect of several matters considered at the hearing held by the Board at Dorion, P.Q.

As regards grade separation to eliminate the two level crossings of the Canadian National Railways and Canadian Pacific Railway Company and St. Charles Street, the following is repeated here from the Interim Judgment:

"On the last day of the Hearing the Chief Commissioner indicated that the Board approves in principle the construction of a suitable grade separation to eliminate the two level crossings of the railways and St. Charles Street and that it is willing to make the maximum permissible grants from The Railway Grade Crossing Fund towards the cost of such a grade separation. If the cost towards which the Board can make a grant is at least \$625,000 in respect of each crossing, the maximum amount that the Board can grant is \$1,000,000 in total. Certain alternative designs and sites for the grade separation have been considered by Lalonde, Girouard and Letendre, consulting engineers retained by the Town of Dorion, and they were explained to the Board at the Hearing by Mr. Lalonde. No final choice has been made. The cost of the structure favoured by Mr. Lalonde at the time of the Hearing was estimated by him at about \$2,300,000. The Town will progress the matter further with the Board as soon as possible. The Board will co-operate with the Town, the Provincial Authorities and the railway companies with the objective of providing a suitable grade separation as quickly as reasonably possible."

Subsequently, the Department of Roads of the Province of Quebec, in reply to a letter from the Board, stated, *inter alia*, that the Department proposes in the more or less near future and according to its available budget, to continue Auto-route 20 in the immediate vicinity of the crossing and that this project could appreciably modify the grade separation.

The Board and the parties still have the matter under study.

The Interim Judgment imposed a train speed limitation of 35 miles per hour at both crossings. This limitation continues in effect.

This Judgment is intended to deal principally with the circumstances in which the accident occurred, the protection that was in effect at the C.N.R. crossing at that time, and the raising of the gate or barrier in front of the bus. It will be recalled that the gates at the C.N.R. crossing were down while an eastbound passenger train was approaching and passing through the crossing, that the bus was stopped at the south gate ready to proceed northwards across the tracks, that the south gate lifted and the bus moved onto the tracks and was immediately hit by a westbound freight train.

The crossing was and is protected by automatic short arm gates, flashing lights and bell, installed in 1957. Prior thereto there was protection by gates also, but the present protection was installed in 1957. As above stated, an eastbound passenger train went through the crossing immediately before the westbound freight train collided with the bus. When the passenger train went through the crossing, the north gate and the south gate were down and motor vehicles

were stopped on each side of the crossing. The bus was facing north on the right hand travelled portion of St. Charles Street on the south side of the crossing immediately next to the south gate. Immediately after the passenger train had passed through the crossing, the south gate in front of the bus rose. The north gate did not rise. What caused the south gate to rise? Was it by operation or malfunction of the system controlling the gate? Was it lifted by the arms of unauthorized persons? Was it made to rise by use of a manually operated railway control switch located at what was referred to by witnesses throughout the hearing as a railway bungalow a short distance east of the crossing?

This manually operated control switch is in locked receptacles at the bungalow. Evidence that it was not used or tampered with on the occasion of the accident and that it did not contribute to it was conclusive. We shall, therefore, deal at greater length with the other two queries.

The crossings were described in the Interim Judgment. This is an appropriate place to give a general description of the protection at the C.N.R. crossing and its operation, according to its design. The protection is commonly known as short arm gates. In fact, the gates are single arms made of wood, 26 feet in length, one on the north side, one on the south side of the crossing. Each gate, when in the horizontal or down position, extends across the sidewalk and across the right hand half of St. Charles Street, i.e., the right hand half for traffic moving normally forward. Each gate hinges on an upright mast located adjacent to the edge of the sidewalk farthest from the vehicular portion of the street. There are flashing lights on each mast. There is a warning bell. There are smaller red lights on each gate.

The protection is designed to be activated automatically when a train approaches the crossing, eastbound or westbound, within a control approach circuit that extends about 3,700 feet on each side of the crossing. The word "activated" is one way of saying that the protection at the crossing is put into operation. What happens, in short, is that the gates are held in their vertical position by an electric current and they are made to rise from a horizontal or down position by the electric current from the same source -- and when a train enters the control approach circuit moving either east or west, the train makes a connection between the two rails on which it is running and this cuts or breaks the flow of electric current to the gates -- if they are vertical they fall by their own weight and the force of gravity -- and thereafter while any train is within the approach circuit, the current needed to raise them remains cut off. This is a "fail safe" feature in the design of the protection system. The cut-off of the electric current by the connection of two rails by a train can be caused manually also by what was described at the hearing as a track shunt or a simulated train movement -- all that is necessary is to put a wire from one rail to another, thus making a connection between them as a train would do. As indicated elsewhere herein, the gates can be raised manually by railway employees by the use of a switch in the control system at the bungalow. Thus, the activating point of the control approach

circuit for a westbound train is approximately 3,700 feet from the crossing, and when the foremost part of a westbound train moves onto that point the protection at the crossing should commence to operate. What takes place then at the crossing? First, the lights on the masts and gates begin to flash and an additional light at the tip of each gate burns steady. They do so about one-half a second after the front of the train enters the approach circuit. The warning bell also starts to ring at the same time. It does not ring while the gates are down. This exception was made at the request of the Town in 1963. The warning lights and bell operate about 4 seconds before the gates begin to go down and the lights continue to flash while the gates are moving down and while they are down and until they rise and reach their vertical position. Tests made shortly after the accident showed that the downward movement of the south gate takes about 11 seconds and the north gate about 13 seconds. The raising times of the south gate and north gate were about 8 and 10 seconds respectively. With a train travelling at 55 miles per hour, the warning time at the crossing, i.e., the time from the moment the flashing lights begin to flash until the train reaches the crossing, is about 45 seconds. At a train speed of 60 miles per hour, the warning time is about 41 seconds. At slower speeds the warning time is longer, because the warning commences when the train enters the circuit, and a slow train takes longer to move the 3,700 feet distance between the activating point and the crossing than does a faster train.

The protection system is also designed so that if, for example, an eastbound train has activated the protection and then passed through the crossing and deactivated the protection, thereby allowing the gates to start to move up and while the gates are moving up normally a westbound train enters the circuit east of the crossing, 3,700 feet east, the gates will thereupon stop their upward movement and go down -- and the flashing lights will continue to flash during both the upward and downward movements.

Also, the system is designed so that if, for example, an eastbound train has activated the protection and caused the gates to be down and then clears the crossing while a westbound train is approaching within the 3,700 feet long approach circuit east of the crossing, the presence of the westbound train will cause the protection to continue to operate, and the gates will stay down, and the flashing lights will flash until the westbound train has passed over and cleared the crossing.

Another feature is that when an entire train passes over the crossing and the rear of the train passes a point, called a release point, about 25 feet from the crossing, the protection is de-activated and the gates commence to rise, provided that no other circumstance, such as another train within the approach circuit, prevents the release of the protection.

Each of the two C.N.R. main tracks provides its own protection for movements in either direction. The mechanism for each gate is operated from one common control relay in the bungalow so that when power is supplied it is supplied to both gates, and when cut off it is cut off from both gate mechanisms. The gates go up and down together, but an exception to this joint operation would occur if there were fault in one gate or the control to it, such as a break in the cable between the relay in the bungalow and the gate mechanism, in which case the one affected gate would come down and remain down -- but there was no evidence of any defect that would cause one gate to rise and the other to stay down at the time of the accident.

The control wires or cable from the bungalow to the gates are underground. These control wires are the same for flagging switch operation and automatic operation of the gates. A few hours after the accident, the gates were raised by using the flagging switch, which fact was offered as evidence that the control wires were in good order and, that being the case, would also function in automatic operation.

The gates are forced up by an electric motor powered by direct current supplied by batteries. The track circuits that operate the crossing protection also operate the block signals on the track and they too are powered by direct current supplied by long life batteries. The batteries above mentioned are kept charged by commercial hydro alternating current. They were inspected on September 14, 1966, and again a few days after the accident and were found to be in good condition on each inspection. They have a guaranteed life of 10 years. A battery failure might cause a gate to drop, it could not cause it to rise.

It takes electric current to raise the gates. It takes electric current to hold them in their vertical position. The system is designed to ensure that if a break in the flow of current occurs, the gates will fall by themselves by their own weight and the force of gravity. A train in the control approach circuit breaks the flow of electric current that keeps the gates up, and when this break of current occurs the gates fall and stay down, for it requires current to raise them.

On the afternoon of the day of the accident certain work was done to the track and wires east of the crossing. Mr. Percy, Assistant Signal Supervisor for Canadian National's Rideau Area, told of changing 4 track repeater aerial wires from one cable to another and he testified that the functioning of the protection was tested after the work was completed and that the protection was observed to be functioning properly. He and his men finished their work and left the scene at about 4.00 p.m. Mr. Ménard, C.N.R. Section Foreman, stated that on that same afternoon he did certain work on rails about 18 feet east of the crossing, including the cutting of a rail to within one-eighth of an inch from the bottom. He said that this work did not interrupt the current controlling the protection, that while the

work was being done several trains went through the crossing and the lights and gates operated normally, that if the work were defective the gates would have stayed down and there would also have been red signals east and west of the crossing in the block signal system -- the track signals controlling train movements -- to stop oncoming trains. There was evidence by the crews of the passenger and freight trains that they had green block signals. The work was completed about 3.30 p.m. After the accident Mr. Ménard lifted the gates by use of the manually operated switch at the bungalow. C.N.R. records show that after 3.30 on that afternoon there were 4 train movements westbound and 3 eastbound through the crossing.

Tests:

Very extensive tests of the protection system were made by C.N.R. signal officers under the direction of Mr. L. Lockhart, C.N.R. Signal Engineer for its St. Lawrence Region, on the night of the accident and during the next four days. One of the Board's Signal Engineers went to the accident scene on the night it occurred and he was present the following day and observed some of the tests made by the C.N.R. personnel. Certain tests were also made at his request at that time. In November additional tests were made under the direction of the Board's Chief Signal Engineer, the Board's General Counsel and its Director of Engineering. C.N.R. officers, members of the Dorion police force and a member of the Quebec Provincial Police were present and co-operated at these tests. Trains and track shunts were used to duplicate, so far as possible, the train movements at the time of the collision. Various other tests of the operation of the protection were made to discover whether there were any defects or any malfunctioning. Further tests were made under direction of officers of the Board in December, again with the co-operation of police.

The tests did not disclose any defect in the system. Nothing was found that was not in good order, nothing was found that required repair or adjustment, other than the damage to the cross-over switch rails and signal west of the crossing which was caused by the derailment that resulted from the collision of the train and bus.

Tests were also made by the Board's staff to ascertain what force is required to raise the south gate manually by a person using his hands and arms. One of the Board's engineers, Mr. Johnston, pushed the south gate up to its vertical position by this means. To do so he gave it several "heaves" and the gate went up in a jerky movement. The flashing lights continued to operate and after the gate left its horizontal position the bell operated. The north gate remained down with its lights operating. When Johnston released the south gate it returned down in a normal manner. Then the "shunt wire" which the officers used to activate the protection was lifted and both gates went up to their vertical position.

Another test to ascertain the force required to raise the south gate was by using a torque wrench. The manufacturer's specification for the horizontal torque of the gate is 50 foot pounds, and to hold it vertical is 240 foot pounds. In the test the torque wrench showed 60 foot pounds horizontal and 245 foot pounds vertical.

Another test. Mr. Shier, the Board's Director of Engineering, stood near the centre of the sidewalk and raised the south gate to the limit of his reach, 6 feet 6 inches. He is 5'6¼" in height. At a point on the street 4 feet west of the sidewalk curb the gate was 10½ feet above the street; at a point 7 feet west of the sidewalk curb the gate was 12½ feet above the street. This latter height was sufficient to permit a school bus that came there at that time to pass under the gate.

The purpose of another test was to measure the force required to hold a gate down when protection was de-activated. The torque wrench reading on the north gate was 300 foot pounds, the limit of the wrench, with the gate still moving upwards.

Other than grade separation, the system of protection by short arm gates, flashing lights and bell, the same or similar to the protection here under consideration, is the most modern and best protection known to the Board. In 1966 there were about 570 such gate installations in Canada and there was evidence at the hearing that the New York Central Railroad System has more than 1,000 similar installations with essentially the same components as used in the St. Charles Street system; and that about 85 per cent of the New York Central gates are manufactured or produced by the same company that produced the St. Charles Street gate.

As stated in the Interim Judgment, the accident record of the St. Charles Street crossings, apart from the train-bus collision, has not been bad, for there had not been a reported accident at either crossing involving a train and a motor vehicle causing bodily injury or death since 1951 at the Canadian National crossing or since 1921 on the Canadian Pacific crossing.

The Board's General Counsel, Mr. J. M. Fortier, spent some weeks in Dorion seeking and interviewing persons who were witnesses to the accident or involved in it or who were at the scene when it happened or had information to give concerning it. Much of the evidence of persons who were at the scene was given in French. There was simultaneous translation of that evidence in English. The references herein to that evidence are as so translated. There was a great deal of evidence, and in this Judgment we have referred to some but not to all of it. We have in places paraphrased what was said, to give what we considered to be the substance of the most important portions for the purposes of this Judgment.

Train Crews:

Harold Bohart. Engineman on the locomotive of the eastbound passenger train. As his train approached the crossing he saw boys running back and forth across the eastbound track at St. Charles Street. He thereupon started to sound the engine whistle in short blasts. Before the train reached the boys they split up and three went to the south gate and two ran towards the north gate. He noticed the bus. The gates were down and the lights were flashing. His train met the westbound freight east of the station. Headlights of both engines were on. The speed of his train was 60 miles per hour.

Edouard Martel. Diesel Fireman on the passenger train. He was on the north or left side of the engine. He noticed a boy leaning on the north gate. He did not see the south gate. He saw two boys running northwards across the track and heard the engine whistle give a succession of short blasts.

J. P. Coughlin. Trainman on the passenger train. He was on the rear platform of the coach at the end of the train. The rear end of the passenger train met the front end of the freight about in front of the station. He heard the collision with the bus and saw the resulting explosion. He heard the emergency brakes being applied on the freight about the time of the collision.

Paul Luciuk. Engineman on the freight train. He was unable to attend the hearing because of illness and a statement made by him to the Board's General Counsel was read into the record. He was on the north side of his engine. The speed of his train was not more than 60 miles per hour. He saw the north gate down. The Fireman hollered "bus". The Brakeman said "Bus, yellow bus, gate on the bus". This was seconds before the collision. He grabbed the whistle and applied the emergency brakes. He did not see the bus. The train hit something and it exploded.

Harold Nicholson. Fireman on the freight. He was sitting on the left side of the engine behind the Brakeman, Berriault. As the freight engine passed the last car on the passenger train just west of the station he saw the bus coming onto the crossing -- it was already on the southmost track. He immediately hollered to the Engineer "There is a bus -- soak it". The Engineer immediately reached for the brake valve and "soaked her" and started to blow the whistle. The Brakeman hollered something at the same time that he, the fireman, hollered.

J. A. Cuillierier. Conductor on the freight. He was in the caboose at the rear of his train. The train had 100 cars, 52 loaded, 48 empty, 5,077 tons. The emergency brakes of the train were applied.

Eugène Berriault. Brakeman on the freight. He was on the south side of the engine. He saw the bus on the eastbound track advancing across the tracks. He cried out to the Engineman, who applied the emergency brakes and the engine struck the bus.

J. D. Shelston. Rear End Brakeman on the freight. He was in the caboose. The emergency brakes were applied when the caboose was west of Ile Perrot crossing. When the caboose stopped after the collision it was approximately in the middle of Dorion bridge.

Witnesses at the Scene:

Mrs. Frances Hardy. She stopped her automobile behind the bus. A few seconds afterwards the eastbound train went through the crossing. The gate was down and the lights flashing. The bus started forward. She saw boys at the gate with their arms holding it up. They were holding the gate between the gate post and the bus. She noticed the boys when the bus had just started to move. Her car was about 8 feet back of the bus, which was stopped 3 or 4 feet from the gate. She had no doubt that she saw the boys holding the gate up -- she saw the expression of their faces, they were smiling.

Mrs. Beverley Finlay. She was sitting in the front seat of Mrs. Hardy's car. She saw the tip of the barrier go up. She did not see anyone lift the gates but before the bus moved she noticed youngsters towards the right hand side of the bus. By their height she judged that they were teenagers. After the bus moved and she noticed the light of the freight train, she did not see anyone at the gate and mentally wondered where the boys had gone. Later in the parking lot two or three boys said that they had seen three boys lift the gate.

Léonard Ledoux. A former member of the Dorion Police. He was standing with Marcel Dupont on St. Charles Street about 200 feet from the crossing on the south side. He saw the gates down and the eastbound train. A few moments later he turned around to the railway tracks and saw that the south gate was up at about 45 to 50 degrees and the bus had got to about the first set of tracks. It seemed to him that somebody was holding the gate at that time. He was convinced of this. It might have been possible that it was an optical illusion but what he saw was like two arms extending above the body. The arms seemed to him to be straight up above the head and holding the gate. During 27 years in Dorion people raised the gates fairly frequently. On one occasion when highway traffic was blocked by the gates he lifted them up and it was very easy to do so.

Carol Trudeau. A passenger in the bus. When the passenger train went by, the south gate started to go up. She looked to her right and saw two boys, one with his arms extended under the gate and then the gate was up and the bus proceeded. The boys were on about the centre of the sidewalk, a foot or a foot and a half from the gate. She saw the gate going up and the boy's arms going up.

Seija Hytonen. She was sitting in the front seat with Bob Brosseau in his car which was stopped at the north gate. She saw the bus for the first time when it was coming over the tracks. She saw dark figures standing near the bus on the south side of the south gate. In a quick glance she noticed that their hands were extended out in front of them, outwards towards the gate. She thought that they were just in the middle of the gate, which was down, but they might have been 10 feet away from the gate or up close to it. She did not see it go up and did not see anyone raise it.

Robert Brosseau. He was driving his car and stopped at the north gate, which did not go up at any time. He looked at the south gate when the passenger train had gone through the crossing and saw two or three figures that appeared to be people approaching the gate and they seemed to extend their arms forward under and lift it. He saw the bus on the tracks -- the gate was not completely up but up enough to let the bus through.

Daniel Cuerrier, 17 years of age. He and Guy Vendette were walking on the east sidewalk of St. Charles Street and stopped by the door of the bus where it was stopped at the south gate. He saw four youngsters running in front of the passenger train. He did not notice the gate going up and did not see the bus moving onto the crossing but he saw it for a moment on the crossing and saw the light of the freight train. Vendette pushed him and said "let us get away". He did not see the collision. He and Vendette ran and guessed it was through being afraid that bits and pieces would be flying off from the collision. They ran through the parking lot (on the east side of St. Charles Street) and to the empty lot near the post office. Vendette threw or dropped his sweater in the empty lot while he was running. He thought he had never run as fast in his life. He did not touch the gate. The parking lot was dark. The first time he told the Police was immediately after the Coroner's Inquest. (The inquest was held from January 9th to 12th inclusive). He could not say why he chose to run into the dark lot rather than along the sidewalk or why he ran as far as he did.

Guy Vendette. He was with Cuerrier when the accident occurred. They had walked northwards to the crossing with the intention of going to a doctor's office on the north side of the tracks to get a pair of glasses. They stopped next to the bus which was very near the south gate. The gate was down. They stopped at the front door of the bus. The gate started to lift after the eastbound train had just gone by. The gate was half way up when he first got a glimpse of it. The bus started to move normally on the crossing. He and Cuerrier did not start to go across the tracks. He did not see the freight coming from the east but saw it strike the bus. With kind of a preservation instinct he pushed Cuerrier in order to avoid any flying debris and they ran to the parking lot. Later they crossed St. Charles Street to the west side where there were people coming to see what had happened. He was pushed aside by a policeman who was coming from the

place where the bus had been pushed to. They did not stay there very long because if they stayed all they could do was get in the way so they decided to come back. They were there one or two minutes at the most and then went back to the east side of St. Charles Street. Later they went to Cuerrier's home and with Mr. and Mrs. Cuerrier came back to the scene of the accident. He was aware in the weeks following that there were all kinds of rumours that someone had raised the gate but he did not pay much attention to the rumours and it did not come to his mind that he had been a witness and that the rumour was not true. When he read the newspaper reports of the inquest he realized that he could shed some light on the accident and then with Mr. and Mrs. Cuerrier they went to the Police. He did not see Constable Fontaine or anyone else on the sidewalk and he did not see anyone touch the gate. He himself did not touch it.

Armand de la Bousodière. He was stopped in his automobile facing north on the east side of St. Charles Street. His car was the third or fourth car behind the bus. He saw the eastbound train go by and then the gate went up in a normal way to about a 45-degree angle. He heard an unusual train whistle which drew his attention to the gate. He did not see the freight train before it hit the bus but saw the collision. He noticed a couple of young people running on the east sidewalk back from the gate towards the post office a few seconds after the collision. They were fairly tall adolescents and were making a lot of noise with their feet. They passed by his car on the right and he thought it odd that people should run in the opposite direction from an accident. He did not see the post of the gate or the sidewalk there, as his field of vision was blocked. He only saw the tip of the gate.

Gilbert Fontaine. A constable of the Dorion Police. He had been on the west side of St. Charles Street and then crossed to the east side and walked on the east sidewalk towards the crossing where traffic was held up. The bus was stopped at the south gate and the gate was down. The lights were flashing. He was 40 to 50 feet or less behind the bus when the passenger train went by. He was about 25 or 30 feet behind the bus and about 60 feet from the gate when it started to rise. It rose completely. The bus had started to move and then he saw the oncoming freight train. He ran on the sidewalk after the bus in an attempt to reach it and knock on it with his fists but he did not get closer to it than about 5 feet. He thought that he instinctively raised his hands when he was running. He did not notice anyone on the sidewalk or touching the gate.

Roger Morrisette. He was in the second car behind the bus. He saw the gate up at an angle of about 45 degrees, going up at the usual rate. The flashing lights were working. The only person he saw passing before the accident was Constable Fontaine who was walking fast towards the bus which had already started to move. He did not notice whether there were any other persons near the crossing and he did not look towards the sidewalk under the gate.

Lucie Martel. She was in the third car behind the bus. As soon as the passenger train passed, the gate lifted and then the bus went forward and immediately afterwards the gate came down. She saw flashing lights on the post and heard an engine whistle. She did not see Constable Fontaine or anyone on the sidewalk, did not look that way, and saw no one near the gate. The gate went up normally. She saw it first at about 45 degrees and it went up to almost a vertical position.

J. C. Murgatroyd. He stopped his car third or fourth behind the bus but thought that a vehicle ahead of his car turned and left before the passenger train came. He saw Constable Fontaine cross the street from the west to east side and proceed to the area around the gate. He lost sight of Fontaine when he passed the back of the bus on its right hand side in the vicinity of the gate. The gate went up to 90 degrees. He did not notice anyone except Fontaine on the east sidewalk but could not say there was no one else at the gate. The train brakes were applied, in his opinion, two seconds after the collision because he then saw what he assumed were flames coming from the brakes.

Edouard Crevier. He was sitting on the balcony of his house, which is not far from the crossing, and saw the accident. He saw the bus when it was on the crossing and the gate was coming down behind the bus. He did not notice anyone on the east sidewalk or lifting the gate. His attention was on the bus and the train.

Marcel Dupont. He was standing with Léonard Ledoux on the west side of St. Charles Street south of the crossing. Constable Fontaine talked to them for one or two minutes. He saw the south gate at an angle of 45 or 50 degrees with its lights flashing and at that time the bus had already started to go over the crossing. He saw the freight when it was 15 or 20 feet from the bus. He did not pay attention to the east sidewalk and did not notice anyone there.

Claude Chartré. He was standing south of the crossing on the west side of St. Charles Street about 50 feet from the crossing. He saw the gates down, lights flashing, and the bus stopped. He saw Réal Charette cross the tracks just before the collision. He saw the bus go forward and the gate go up at that time. He heard the train whistle and the screeching of brakes almost simultaneously. He did not notice any people on the east side of St. Charles Street at the gate but was not in a position to deny that there might have been people there.

Norman Sabourin. He had been speaking to Léonard Ledoux and saw the bus moving onto the crossing and the freight train coming and then the collision -- but he saw little else.

Michel Arbec. He was with Noël Dupont on the west side of St. Charles Street. He noticed the bus stopped but did not notice either the gates or lights. After the bus was hit he saw the gate coming down in the rear of the bus. He saw little else.

Louis Clarke. He was in the parking lot after the accident talking to Mrs. Hardy and Mrs. Finlay and one of them told him that she saw three kids lifting the gate. Bob Brosseau also told him that he had seen people holding the gate.

Gilles Couture. He crossed to the east side of St. Charles Street behind the bus, went on the sidewalk and under the gate and ran across the tracks to the north before the passenger train went over the crossing. He heard both trains whistle. He did not notice anyone around the south gate. After running across the tracks he looked back and saw the south gate up and the bus on the crossing.

Réal Charette. He crossed the tracks from south to north on the west side of St. Charles Street after the passenger train went by and when half way across saw the freight train coming, so he ran into the ditch.

Pierre Gravel. He was a passenger in the bus. The gate went up when the passenger train had gone about 50 feet past the crossing. It went up in the usual way. He was looking through the windshield of the bus at the gate going up and looking at the moving train and did not look at the gate near the sidewalk under the gate and did not notice anyone there and did not notice Constable Fontaine -- but when the bus was going past the gate post he would have seen anyone if anyone had been there. He heard something fall onto the roof of the bus and thought that it was the gate.

André Montpetit. He and his brother Michel were leaning on the north gate when the passenger train was going by them. They stopped leaning on it when the last car passed them. He felt a sideways movement of the gate but no upward pressure. After the train went by he saw the south gate nearly all the way up and the bus moving onto the tracks. He did not see anyone there.

Michel Montpetit. With his brother André, they leaned on the north gate, which vibrated but did not seem to want to go up. He saw Charette when the latter was in the ditch.

J. C. Roy. He was in the second car on the north side of the crossing. When the passenger train went by he saw the south gate going up completely and then it came down to a position of about 70 or 80 degrees. He did not see anyone there. His eyes followed the gate going up from its horizontal position.

Jean Marleau. He was standing at the north gate. He saw someone leaning on the north gate after he noticed that the south gate was up. When he saw the glint of the oncoming freight he noticed the bus and that the south gate was up. When he saw it, it was about 4 or 5 feet from its vertical position and the bus had started moving. He was looking at the train and the bus at the same time. He did not see anyone crossing the tracks or on the sidewalk at the bus. He saw a person with an elbow on the north gate when he saw the south gate rise to 4 or 5 feet from the vertical. He heard no screeching of brakes before the accident or afterwards. When he saw the south gate practically at its vertical position, he did not notice the bottom part, just the top part of the gate.

Mrs. Jeanne Brosseau. She was in the automobile on the north side of the crossing with her son Bob and Miss Hytonen. The north gate was down. She saw the freight train and at the same time the bus move onto the tracks. The south gate was up when she saw the bus. Her son said that there was someone across on the other side at the gate but at no time did she notice anything going on at the south side and did not even look there.

Marcel Dion. He was at the north gate with Claude Pilon. The north gate did not go up. He saw the south gate up when it was above the bus. He saw Réal Charette cross the tracks. He himself was not paying attention to the bus and did not notice the gate leaving its horizontal position. He saw the bus move forward slowly. He heard the freight train whistle. He did not look at the sidewalk on the south side and did not notice if there were people on the sidewalk or in front of the bus.

Claude Pilon. He was with Marcel Dion at the north gate. When he saw the south gate it had got to about 4 feet from its vertical position and it was going up and the bus was moving onto the tracks. He did not see anyone at or in front of the bus. He did not see anyone with elbows on the north gate. He did not look towards the bottom of the south gate and since the bus had moved he could not see whether there was anybody there, but he saw the bus before it started moving and there was nothing to prevent him from seeing people next to the bus if they were there but he did not notice anybody.

André Therrien. He was close to the north gate when the passenger train was going by. When he saw the south gate after the passenger train went by it was just about to reach the vertical, just enough to allow the bus to go under. He did not really notice if there was anyone on the sidewalk near the bus.

Philip Holland. He was sitting in the second car on the north side of the crossing, only one car ahead of his. The gates were down and the large red lights were flashing and the small lights on the north gate were flashing. He did not see anyone near the north gate or on it. When he arrived at the crossing the passenger train was proceeding through towards Montreal. He saw the bus for the first time just as the first train had gone through the crossing and after noticing the freight train coming he looked forward and saw the bus. The south gate was at about a 15-degree angle on its way up. When the gate was about a 75 to 80-degree angle the bus proceeded under it. Until after the accident he did not know that it was a school bus. Bells were ringing as the first train was passing and after it went through. He was glancing back and forth between the bus and the train. He did not see any persons on the sidewalk south of the crossing or any persons going over the crossing or near the crossing on the east side of the street. When he was looking in the direction of the gate he did not see any arm or shadows while the gate was at 15 degrees and thought that if there had been any he would have seen them. There was nothing to block his view. The gate was going up normally and fast in relation to other crossings that he had seen.

He watched the gate go up to vertical from 15 degrees from horizontal. He did not pay special attention to what was going on towards the post of the gate. As part of the arm of the gate was between him and the headlights of the bus, it stood out more than the rest of the gate did. In his opinion, if anyone had been playing with the gate, he was sure he would have seen them. If there had been someone on the sidewalk or down from the gate a bit he did not think he would have seen them, but if anyone had been standing directly at the gate he felt sure he would have seen them. In his mind there could not have been anyone right at the gate or within one or two feet of the gate without him seeing such person. He could see the whole length of the north gate while he was stopped there but he did not see anyone at or near that gate -- he was not looking at it except about three quarters of it that was directly in front of him -- he paid no attention to the sidewalk there.

Roger Levac. He was in his car, stopped at the north gate, which was down, when the Montreal-bound train was passing by. His was the second or third car in line. He heard the whistle of the train that struck the bus. He thought the north gate went up a bit. He saw the south gate going up as usual. He saw the south gate move up from the horizontal position from the very beginning up to the time when it was fully raised and came down again. He saw the school bus with its headlights on. He saw the collision. He did not know whether he could have seen anyone raising the gate or people there. The red lights were flashing on the south gate while it was going up. When he was looking at the south gate he saw it full length but did not pay special attention to the part closest to the sidewalk and could not see the sidewalk from where he was. He did not see the gate come all the way down.

Operation of Gates on other Occasions:

Evidence was also given at the hearing about various occasions when the protection at the St. Charles Street crossing was, in the belief of witnesses, malfunctioning. The Board investigated those incidents and others reported to the Board at various times at those crossings subsequent to October 7 and other incidents at crossings with similar protection. The system is not exactly the same at the C.P.R. crossing of St. Charles Street as it is at the C.N.R. crossing and there are also various differences at other gate-protected crossings, but the design is basically similar in all these modern short-arm gate installations and the "fail safe" feature is in the design of all of them.

In most instances, the complaint was that the gates were down and held up highway traffic when there was no train. This sometimes occurs but not frequently, for it can be caused by a broken rail or wire, maintenance work within the length of the control circuit and by other things that bring the fail safe feature into play. In some instances there was manual control or operation of the

gates by railway employees. In some instances the report came to the Board some considerable time after the event and there was difficulty in ascertaining all the facts. None of these investigations discovered or brought to light any case where a gate rose while a train was approaching the crossing within the approach control circuit other than when raised by railway employees manipulating controls of the gates in the course of their duty directing the movement of trains. Nor did any of the Board's Signal Engineers, with their many years of experience, ever hear of such occurrence, other than cases where unauthorized persons lifted a gate by pushing it up.

CONCLUSIONS AND OBSERVATIONS

It is often said, and sometimes it turns out to be true, that what is thought to be impossible can and will happen. Conjecture of that nature may be made in respect of the protection system at the C.N.R. crossing at St. Charles Street, but we are unable to base conclusions as to what caused the south gate to rise in front of the bus upon such a conjecture.

A number of persons who were in sight of the crossing said that they did not notice anyone at the south gate. Some of them felt that they were in a position to see and would have seen a person or persons at the gate or on the sidewalk in the vicinity of the gate if anyone were there. However, by their own statements, the two young men Cuerrier and Vendette were on the sidewalk opposite the door of the bus and Constable Fontaine ran on the same sidewalk past the gate in his endeavour to catch up to the bus to knock on it. Fontaine said that he did not notice Cuerrier and Vendette and they said that they did not notice him.

The actions of Cuerrier and Vendette after the collision were unusual, to say the least. They had gone to the crossing with the intention to cross it to go to a doctor's office. The gate went up, the bus moved onto the tracks but they did not make a move to go where they had intended to go. At the time of the collision, or a moment or two before or after it happened, they ran into a dark lot on the east side of the street. They did not then go to where the bus was lying wrecked or where the occupants of the bus were lying injured or killed. We scarcely credit as believable that it was in order to escape flying debris that they ran into the dark lot. On the witness stand they created an impression on us that they were clever young men, clever and evasive rather than frank and willing to tell the full truth as they knew it.

The evidence of persons who for one reason or another did not see or notice anyone at the gate or lifting it is negative in nature. It does not have as great probative value as to what may have taken place on the sidewalk at the gate as does the affirmative evidence of persons who could see and who said that they did see certain things done there. Those who said that they saw persons at the

gate were in various locations with different fields of view and lines of sight. They did not think that what appeared to them to be persons were merely shadows or that what they saw was Constable Fontaine's arms when he was running.

There was no proof that the warning bell at the crossing rang while the south gate was going up, as it should have done if the gate was lifted by anyone pushing it up with his arms. However, the situation was that there was considerable motor vehicle traffic at the crossing. The bells of the passenger and freight trains were ringing as they approached the crossing. There was train whistling and the noise made by the two fast trains. The time period during which the south gate was rising and falling back must have been only a few seconds. In that situation it would not have been surprising if the crossing bell had rung but its ringing was not heard or noticed.

The fact that railway employees did certain work changing wires and cutting a rail east of the crossing in the afternoon a few hours before the accident gave rise, not unnaturally, to suspicion that this work caused the protection system to malfunction. However, the railway employees described what they did and the tests that they made to ensure that the crossing protection was operating properly after the work was completed. A number of trains ran through the crossing thereafter throughout the afternoon and evening prior to the accident and the track signals and the crossing protection continued to operate normally. We find that the work above mentioned was a coincidence that was not related to or involved in the collision.

In our opinion there was a preponderance of credible evidence that the gate was raised by arms and hands of one or two persons who were at it. We also feel sure that whoever raised the gates did so without any knowledge or thought that it was dangerous at that time or that a westbound train was approaching the crossing. Having regard to the consequences, it is not surprising that no one has admitted having raised the gate.

We have already indicated that the system of protection by short arm gates, warning lights and bell, such as the C.N.R. St. Charles Street crossing has, is the most modern and best level crossing protection and warning system known to the Board. It is in widespread use at thousands of crossings in the United States and Canada. It is far from an absolute and certain preventative of collisions between trains and motor vehicles, for no known system of level crossing protection has that degree of perfection. We are convinced that the tragic accident on October 7th was not caused by a failure, fault or malfunction of the protection system at the crossing.

Grade separation is the only complete answer to the St. Charles Street crossing situation.

Dated at Ottawa,
October 30, 1967.

(Sgd) ROD. KERR
(Sgd) J. E. DUMONTIER
(Sgd) JOHN M. WOODARD

RELATIVEMENT à l'accident survenu le 7 octobre 1966 au passage à niveau situé au croisement de la rue Saint-Charles, à Dorion (Qué.), et de la voie ferrée des chemins de fer Nationaux du Canada, au point milliaire 24.54 de la subdivision de Kingston.

*Dossier n° 9437.461
le 30 octobre*

DEVANT:

ROD. KERR, c.r.,
J.-E. DUMONTIER
J.M. WOODARD

*commissaire en chef
commissaire en chef suppléant
commissaire*

ONT COMPARU:

PAUL GÉRIN-LAJOIE, c.r.

et

B. LACOMBE

MARC BRIÈRE

R.B. HOLDEN

W.A. GRANT, c.r.

pour la ville de Dorion

pour certaines familles

pour la famille Fleury

*pour les assureurs de l'autobus
scolaire*

C. PERRAULT, c.r.

et

H.J.G. PYE

M.S. BISTRISKY

J.-C. NOLIN, c.r.

*pour les chemins de fer Nationaux
du Canada*

*pour la Compagnie de chemin de
fer du Pacifique-Canadien*

*pour le gouvernement de la
province de Québec*

G. COTÉ

*pour le ministère de la Justice,
Ottawa.*

JUGEMENT

KERR, commissaire en chef; DUMONTIER, commissaire en chef suppléant; WOODARD, commissaire.

Un jugement intérimaire portant sur plusieurs des questions qui ont été étudiées à l'audience tenue par la Commission à Dorion (Qué.) a été rendu le 9 mars 1967.

En ce qui concerne la construction d'un étagement de voies en vue de la suppression des deux passages à niveau des chemins de fer Nationaux du Canada et de la Compagnie de chemin de fer du Pacifique-Canadien à la rue Saint-Charles, voici un extrait du jugement intérimaire à ce sujet:

"Le dernier jour de l'audience, le commissaire en chef a fait savoir que la Commission approuve en principe la construction d'un étagement approprié des voies de façon à supprimer les deux croisements à niveau des chemins de fer et de la rue Saint-Charles et qu'elle est disposée à prélever sur la Caisse des passages à niveau les contributions maximums permises au coût d'un tel étagement des voies. Si le coût à l'égard duquel la Commission peut verser une contribution est d'au moins \$625,000 pour chaque passage, le montant maximum que la Commission peut accorder est d'un million de dollars en tout. Lalonde, Girouard et Letendre, ingénieurs conseils dont la ville de Dorion a retenu les services, ont étudié, pour cet étagement des voies, certains autres projets et emplacements sur lesquels M. Lalonde a donné des explications à la Commission au cours de l'audience. Aucun choix définitif n'a été fait. Le coût de l'ouvrage que M. Lalonde semblait préférer lors de l'audience a été estimé par lui à environ \$2,300,000. La ville reprendra aussitôt que possible l'étude de la question avec la Commission. La Commission collaborera avec la ville, les autorités provinciales et les compagnies de chemin de fer pour assurer la construction d'un étagement convenable des voies le plus tôt possible."

Par la suite, le ministère de la Voirie de la province de Québec, en réponse à une lettre de la Commission, affirmait entre autres qu'il se propose dans un plus ou moins proche avenir et dans le cadre du budget dont il dispose, de prolonger l'autoroute n° 20 dans le voisinage immédiat du croisement et que la réalisation de ce projet pourrait modifier de façon importante la construction de l'étagement de voies.

La Commission et les intéressés continuent d'étudier la question.

Dans son jugement intérimaire, la Commission a fixé à 35 milles à l'heure la limite de vitesse aux deux passages. Cette limite demeure en vigueur.

Le présent jugement porte principalement sur les circonstances de l'accident, le fonctionnement à ce moment-là des appareils de protection du passage du National-Canadien et l'élévation de la barrière devant l'autobus. On se rappelle que les barrières du passage du National-Canadien étaient abaissées au moment où un train de voyageurs se dirigeant vers l'est s'est approché du passage et l'a franchi, que l'autobus était arrêté à la barrière sud prêt à traverser les voies en direction nord, que la barrière sud s'est élevée, que l'autobus s'est engagé sur les voies pour entrer immédiatement en collision avec un train de marchandises se dirigeant vers l'ouest.

Le passage était et est doté d'un système de protection automatique comprenant des barrières à bras courts, des feux clignotants et une sonnerie, installé en 1957. Avant cette date, le passage était également doté de barrières, mais l'appareil actuel de protection a été installé en 1957. Comme on l'a mentionné antérieurement, un train de voyageurs en direction de l'est a franchi le passage immédiatement avant que le train de marchandises en direction de l'ouest entre en collision avec l'autobus. Lorsque le train de voyageurs a franchi le passage, la barrière nord et la barrière sud étaient abaissées et des véhicules à moteur étaient immobilisés de chaque côté du passage. L'autobus était arrêté faisant face au nord, dans la voie de circulation droite de la rue Saint-Charles, du côté sud du passage, tout près de la barrière sud. Dès que le train de voyageurs eut franchi le passage, la barrière sud devant l'autobus s'est élevée. La barrière nord ne s'est pas élevée. Pourquoi la barrière sud s'est-elle élevée? Était-ce en raison du fonctionnement ou d'une défectuosité du système de commande de la barrière? S'est-elle élevée par la force des bras de personnes non autorisées? S'est-elle élevée parce qu'on a actionné une commande manuelle fixée à ce que les témoins ont désigné tout au cours de l'audience comme étant une "cabane" de chemin de fer située à peu de distance à l'est du passage?

La commande manuelle en question se trouve dans une boîte fermée à clé fixée à la cabane. Il a été prouvé hors de tout doute que la commande n'a pas été utilisée ni actionnée de quelque façon à l'occasion de l'accident et qu'elle n'y a pas contribué. En conséquence, nous examinerons de façon plus approfondie les deux autres questions.

Les passages ont été décrits dans le jugement intérimaire. Voici le moment venu de donner une description générale de l'appareil de protection installé au passage du National-Canadien ainsi que de son fonctionnement, d'après sa conception. Cet appareil est appelé communément barrière à bras courts. En réalité, les barrières sont composées d'un seul bras en bois d'une longueur de 26 pieds, et comportent un bras du côté nord et un autre du côté sud du passage. Chaque barrière, alors qu'elle est dans la position horizontale ou abaissée, traverse le trottoir et la voie de droite de la rue Saint-Charles, c'est-à-dire la voie de droite destinée à la circulation qui normalement avance. Chaque barrière est montée au moyen de charnières sur un poteau vertical situé près du bord du trottoir le plus éloigné de la partie de la rue qu'empruntent les véhicules. Chaque poteau est muni de feux clignotants. Sur chaque barrière, il y a une sonnerie d'avertissement ainsi que des feux plus petits.

L'appareil de protection est conçu de manière à être actionné automatiquement lorsqu'un train s'approche du passage, en direction est ou ouest, à l'intérieur d'un circuit de contrôle d'approche qui s'étend sur une distance d'environ 3,700 pieds de chaque côté du passage. Le mot "actionné" signifie que l'appareil de protection au passage est mis en fonctionnement. Ce qui se produit en somme, c'est que les barrières sont maintenues dans leur position verticale

au moyen d'un courant électrique et que c'est le courant électrique provenant de la même source qui les fait s'élever lorsqu'elles sont en position horizontale ou abaissée; lorsqu'un train se dirigeant vers l'est ou vers l'ouest pénètre dans le circuit de contrôle d'approche, il assure un raccordement entre les deux rails sur lesquels il circule, ce qui interrompt le courant électrique vers les barrières — si elles sont en position verticale elles tombent par leur propre poids et la force de gravité — et durant toute la période subséquente pendant laquelle un train se trouve à l'intérieur du circuit d'approche, le courant nécessaire pour les élever est interrompu. C'est là une caractéristique de "sécurité après défaillance" qui entre dans la conception de l'appareil de protection. L'interruption du courant électrique par suite du raccordement de deux rails par un train peut être effectuée également de façon manuelle par ce qui a été décrit lors de l'audience comme étant un mouvement simulé de train: il s'agit simplement de relier les deux rails au moyen d'un fil et ainsi de les raccorder comme le ferait un train. Ainsi qu'on l'a mentionné ailleurs dans le présent jugement, les barrières peuvent être élevées manuellement par les employés du chemin de fer au moyen d'une commande faisant partie du système de commande fixée à la cabane. Ainsi, le point du circuit de contrôle d'approche où l'appareil est actionné dans le cas d'un train en direction ouest est à environ 3,700 pieds du passage, et lorsque la partie avant d'un train en direction ouest s'engage sur ce point, l'appareil de protection au passage devrait commencer à fonctionner. Que se passe-t-il ensuite au passage? Tout d'abord, les feux sur les poteaux et les barrières commencent à clignoter et un autre feu au bout de chaque barrière donne une lumière fixe. Ceci se produit environ une demi-seconde après que l'avant du train a pénétré dans le circuit. La sonnerie d'avertissement commence à sonner en même temps. Elle ne sonne pas lorsque les barrières sont abaissées. On a fait exception sur ce point à la demande de la municipalité en 1963. Les feux et la sonnerie d'avertissement commencent à fonctionner environ 4 secondes avant que les barrières commencent à s'abaisser et les feux continuent de clignoter pendant que les barrières s'abaissent, pendant qu'elles sont abaissées, et jusqu'à ce qu'elles s'élèvent pour atteindre leur position verticale. Des essais effectués peu de temps après l'accident ont démontré que la barrière sud prend environ 11 secondes pour s'abaisser et la barrière nord environ 13 secondes. La barrière sud et la barrière nord prennent environ 8 et 10 secondes respectivement pour s'élever. Dans le cas d'un train qui circule à 55 milles à l'heure, le délai d'avertissement au passage, c'est-à-dire le délai à compter du moment où les feux clignotants commencent à clignoter, jusqu'au moment où le train atteint le passage est d'environ 45 secondes. Si le train circule à 60 milles à l'heure, le délai d'avertissement est d'environ 41 secondes. A des vitesses réduites, le délai d'avertissement est plus long, étant donné que l'avertissement commence lorsque le train entre dans le circuit, et qu'un train lent prend plus de temps qu'un train rapide pour parcourir la distance de 3,700 pieds entre le point le plus éloigné du circuit et le passage.

L'appareil de protection est également conçu de manière que, par ex., si un train se dirigeant vers l'est met l'appareil en fonctionnement, franchit le passage ce qui arrête le fonctionnement de l'appareil et fait s'élever les barrières, et que pendant que les barrières s'élèvent un train en direction de l'ouest entre dans le circuit à l'est du passage, à 3,700 pieds à l'est, les barrières arrêtent de s'élever et s'abaissent et les feux clignotants continuent de clignoter pendant que les barrières s'élèvent et s'abaissent.

Aussi, l'appareil est conçu de manière que, par exemple, si un train en direction de l'est met l'appareil en fonctionnement et fait s'abaissier les barrières puis franchit le passage alors qu'un train en direction de l'ouest s'approche à l'intérieur du circuit de 3,700 pieds à l'est du passage, l'appareil de protection continue de fonctionner, les barrières demeurent abaissées, les signaux clignotants clignent jusqu'à ce que le train en direction de l'ouest ait franchi le passage.

Une autre caractéristique de l'appareil de protection est la suivante: lorsqu'un train franchit entièrement un passage et que l'arrière du train a franchi un point, appelé point de déclenchement, à environ 25 pieds du passage, le fonctionnement de l'appareil est arrêté et les barrières commencent à s'élever à condition qu'aucune autre circonstance, comme le cas d'un autre train à l'intérieur du circuit d'approche, n'empêche le déclenchement de l'appareil de protection.

Chacune des deux voies principales du National-Canadien est munie d'appareils de protection pour les mouvements dans l'un ou l'autre sens. Le mécanisme de chaque barrière est actionné depuis un relais de commande commun dans la cabane de manière que lorsque le courant est mis il actionne les deux barrières et lorsqu'il est interrompu il arrête le fonctionnement des deux mécanismes. Les barrières s'élèvent et s'abaissent ensemble, mais il se produira une exception à ce fonctionnement commun s'il existe une défectuosité dans le mécanisme d'une barrière ou dans la commande, par exemple une faille dans le câble entre le relais dans la cabane et le mécanisme de la barrière; en pareil cas, la barrière défectueuse s'abaisse et demeure abaissée; toutefois, au moment de l'accident, il ne semble pas y avoir eu de défectuosité propre à faire s'élever une barrière pendant que l'autre demeurait abaissée.

Les fils ou le câble de commande qui relie la cabane aux barrières sont souterrains. Ce sont les mêmes fils qui servent au fonctionnement par commande manuelle et au fonctionnement automatique des barrières. Quelques heures après l'accident, les barrières ont été élevées au moyen de la commande manuelle, ce qui, lors de l'audience, a été présenté comme preuve que les fils de commande étaient en bon état de fonctionnement et qu'ils avaient donc assuré le fonctionnement automatique de l'appareil de protection.

Les barrières s'élèvent sous l'action d'un moteur électrique fonctionnant sur un courant direct alimenté par des piles. Les circuits de voie qui font fonctionner l'appareil de protection font également fonctionner les signaux de canton sur la voie et sont également actionnés par le courant direct alimenté par des piles de longue durée. Les piles susmentionnées sont alimentées par le courant alternatif hydro-électrique destiné à des fins commerciales. Elles ont été inspectées le 14 septembre 1966 puis de nouveau quelques jours après l'accident et on a constaté lors de chaque inspection qu'elles étaient en bonne condition. Leur durée utile est garantie pour 10 ans. Une défectuosité des piles peut faire baisser les barrières mais ne peut pas les faire lever.

Il faut du courant électrique pour élever les barrières. Il faut du courant électrique pour les maintenir dans leur position verticale. Le système est conçu de manière que si le courant est interrompu, les barrières s'abaissent d'elles-mêmes par leur poids et la force de gravité. Un train qui pénètre dans le circuit de commande d'approche interrompt le courant électrique qui maintient les barrières élevées et lorsque cette interruption de courant se produit, les barrières s'abaissent et demeurent abaissées, étant donné qu'il faut du courant pour qu'elles s'élèvent.

L'après-midi du jour de l'accident, certains travaux ont été effectués relativement à la voie et aux fils situés à l'est du passage. M. Percy, surveillant adjoint des signaux de la région du Rideau du National-Canadien, a déclaré avoir transféré 4 fils aériens de répéteur de voie d'un câble à un autre et il a témoigné que le fonctionnement de l'appareil avait été éprouvé après que les travaux eurent été terminés et que l'appareil fonctionnait de façon appropriée. Lui et ses hommes terminèrent leur travail et quittèrent les lieux vers 4 heures de l'après-midi. M. Ménard, contremaître de secteur du National-Canadien, a déclaré qu'au cours du même après-midi il avait effectué certains travaux sur des rails à environ 18 pieds à l'est du passage, notamment qu'il avait sectionné les rails à un huitième de pouce du bas. Il a déclaré que ce travail n'avait pas interrompu le courant qui commandait l'appareil de protection, que durant l'exécution de son travail plusieurs trains avaient franchi le passage et que les feux et les barrières fonctionnaient normalement, que si son travail avait entraîné des défectuosités les barrières seraient demeurées abaissées et que des feux rouges se seraient allumés à l'est et à l'ouest du passage dans le système de cantonnement, —les signaux de voie commandant les mouvements des trains, —de manière à arrêter les trains qui approchaient. Les équipages du train de voyageurs et du train de marchandises ont témoigné que les feux de cantonnements étaient verts. Le travail a été terminé vers 3h.30 de l'après-midi. Après l'accident M. Ménard a élevé les barrières au moyen de la commande manuelle fixée à la cabane. D'après les registres du National-Canadien, il y a eu après 3 heures et demie cet après-midi là quatre mouvements de train en direction ouest et trois mouvements de train en direction est qui ont franchi le passage.

Essais:

Plusieurs essais approfondis de l'appareil de protection ont été effectués par les agents des signaux du National-Canadien sous la direction de M. L. Lockhart, ingénieur des signaux du National-Canadien de la région du Saint-Laurent, le soir de l'accident et au cours des quatre jours suivants. Un des ingénieurs des signaux de la Commission qui s'est rendu sur les lieux de l'accident le soir où il s'est produit et le lendemain a observé certains des essais effectués par le personnel du National-Canadien. Certains essais ont également été effectués sur sa demande ce jour-là. En novembre, d'autres essais ont été effectués sous la direction de l'ingénieur en chef des signaux de la Commission, de l'avocat général de la Commission et du Directeur des services techniques de la Commission. Les agents du National-Canadien et les membres de la Sûreté de Dorion et un membre de la Sûreté provinciale du Québec étaient présents lors de ces essais et y ont collaboré. Des trains et des connexions de rails ont servi à reproduire, dans la mesure du possible, les mouvements des trains au moment de la collision. Divers autres essais concernant le fonctionnement de l'appareil de protection ont été effectués en vue de découvrir s'il y avait eu des déficiences ou un mauvais fonctionnement. En décembre, d'autres essais ont été effectués sous la direction des fonctionnaires de la Commission, de nouveau avec la collaboration de la Sûreté.

Les essais n'ont pas démontré que le système de protection était déficient. On n'a rien trouvé qui n'était pas en bon état de fonctionnement, on n'a rien trouvé qui devrait être réparé ou réglé, sinon les dommages occasionnés à l'aiguille de jonction, aux rails et au signal à l'ouest du passage par suite du déraillement qui s'était produit à la suite de la collision du train et de l'autobus.

Le personnel de la Commission a également effectué des essais en vue de déterminer de quelle force doit faire preuve une personne pour élever la barrière sud au moyen de ses mains et de ses bras. L'un des ingénieurs de la Commission, M. Johnston, a élevé ainsi la barrière sud jusqu'à sa position verticale. A cette fin, il lui imprima plusieurs poussées et la barrière s'éleva par à-coups. Les feux clignotants ont continué de fonctionner et la sonnerie a fonctionné lorsque la barrière eût quitté sa position horizontale. La barrière nord est demeurée abaissée et ses feux ont continué de fonctionner. Lorsque M. Johnston eût relâché la barrière sud, elle s'est abaissée d'une façon normale. Le fil de connexion de rails dont les fonctionnaires se sont servi pour actionner l'appareil de protection a été ensuite enlevé et les deux barrières se sont élevées pour atteindre leur position verticale.

Un autre essai a été effectué au moyen d'une clé afin de mesurer la force requise pour faire lever la barrière sud. Le fabricant a prévu un moment de 50 livres-pieds pour la position horizontale de la barrière et un moment de 240 livres-pieds pour la position verticale. Au cours de l'essai, le moment horizontal a été de 60 livres-pieds et le moment vertical de 245 livres-pieds.

Voici un autre essai qui a été effectué. M. Shier, directeur des services techniques de la Commission, debout près du centre du trottoir, a élevé la barrière sud le plus loin qu'il le pouvait, soit à 6 pieds 6 pouces. Il mesure 5 pieds et 6 pouces et quart. A un point sur la rue situé à quatre pieds du bord ouest du trottoir, la barrière était à 10 pieds et demi au-dessus du chemin; à un point situé à 7 pieds à l'ouest du bord du trottoir, la barrière était à 12 pieds et demi au-dessus de la rue, soit une hauteur suffisante pour permettre à un autobus scolaire de passer sous la barrière.

Un autre essai avait pour but de mesurer la force nécessaire pour tenir la barrière dans sa position horizontale lorsque le circuit de protection est interrompu. Le moment sur la barrière nord marquait 300 livres-pieds, soit la limite de la clé, la barrière continuant de s'élever.

Abstraction faite de l'étagement de voies, le système de protection formé de barrières à bras courts, de feux clignotants et d'une sonnerie, soit le même système que le système à l'étude ou un système semblable, est le plus moderne et le meilleur, de l'avis de la Commission. En 1966, il y avait environ 570 de ces appareils en service au Canada. On a également signalé à l'audience que le réseau du New York Central Railroad est doté de plus de mille appareils semblables comprenant essentiellement les mêmes pièces que l'appareil de la rue Saint-Charles et qu'environ 85 p. 100 des barrières du New York Central sont fabriquées ou produites par la même entreprise qui a fabriqué la barrière de la rue Saint-Charles.

Ainsi que l'a mentionné le jugement intérimaire, le dossier des accidents aux passages de la rue Saint-Charles, à part la collision entre le train et l'autobus, n'est pas mauvais, puisqu'à ni l'un ni l'autre de ces passages il n'est survenu d'accident entre un train et un véhicule qui ait causé des blessures ou des pertes de vie depuis 1951 dans le cas du passage du National-Canadien et depuis 1921 dans le cas de celui du Pacifique-Canadien.

L'avocat général de la Commission, M. J.-M. Fortier, au cours de quelques semaines passées à Dorion, a recherché et interrogé les personnes qui furent témoins de l'accident ou qui y furent impliquées ou qui se trouvaient sur les lieux lorsqu'il est arrivé ou qui avaient des renseignements à donner à ce sujet. Une bonne partie des dépositions des personnes qui se trouvaient sur les lieux ont été faites en français. Il y a eu traduction anglaise simultanée de ces dépositions. Ce sont ces dépositions auxquelles nous référons ci-après. Il y a eu beaucoup de dépositions et, dans le présent jugement, nous nous sommes bornés à en mentionner un certain nombre. Nous avons, en certains endroits, paraphrasé les dépositions de manière à en extraire ce que nous considérons être l'essentiel des parties les plus importantes pour les fins du présent jugement.

Personnel des trains:

Harold Bohart. Mécanicien de la locomotive du train de voyageurs qui se dirigeait vers l'est. Comme son train approchait du passage, il a vu des garçons franchir en courant, dans les deux sens, la voie est, à la rue Saint-Charles. Sur ce, il s'est mis à faire entendre des sons brefs du sifflet de la locomotive. Ces garçons, avant que le train ne les atteigne, se sont séparés; trois coururent à la barrière sud et deux vers la barrière nord. Il aperçut l'autobus. Les barrières étaient abaissées et les feux clignotaient. Son train rencontra à l'est de la gare le train de marchandises qui se dirigeait vers l'ouest. Les feux avant des deux locomotives étaient allumés. La vitesse de son train était de 60m/h.

Édouard Martel. Chauffeur de locomotive diesel du train de voyageurs. Il se trouvait du côté nord ou gauche de la locomotive. Il a remarqué un garçon qui s'appuyait sur la barrière nord. Il n'a pas vu la barrière sud. Il a vu deux garçons qui traversaient en courant la voie ferrée en direction nord et a entendu le sifflet de la locomotive faire entendre une succession de sons brefs.

J.P. Coughlin. Agent de train du train de voyageurs. Il était sur la plateforme arrière de la voiture qui se trouvait à l'extrémité du train. L'extrémité arrière du train de voyageurs rencontra l'extrémité avant du train de marchandises à peu près devant la gare. Il entendit le bruit de la collision avec l'autobus et vit l'explosion qui en est résulté. Il entendit le serrement des freins d'urgence du train de marchandises à peu près au moment de la collision.

Paul Luciuk. Mécanicien du train de marchandises. Il a été incapable d'assister à l'audience pour cause de maladie et la déclaration qu'il a faite à l'avocat général de la Commission a été lue et versée aux dossiers. Il était du côté nord de sa locomotive. La vitesse de son train ne dépassait pas 60m/h. Il vit la barrière nord abaissée. Le chauffeur hurla: "Un autobus". Le serre-frein dit: "Un autobus, un autobus jaune, la barrière est sur l'autobus". C'était quelques secondes à peine avant que la collision se produise. Il saisit le sifflet et serra les freins d'urgence. Il ne vit pas l'autobus. Le train frappa quelque chose qui explosa.

Harold Nicholson. Chauffeur du train de marchandises. Il était assis du côté gauche de la locomotive, derrière le serre-freins Berriault. Lorsque la locomotive du train de marchandises rencontra la dernière voiture du train de voyageurs juste à l'ouest de la gare, il vit l'autobus qui s'engageait dans le passage et qui était déjà sur la voie ferrée la plus au sud. Il hurla immédiatement au mécanicien: "Il y a un autobus... appliquez les freins". Le mécanicien appliqua immédiatement les freins au moyen de la manette et actionna le sifflet. Le serre-freins cria quelque chose en même temps qu'il (le chauffeur) hurla.

J.-A. Cuillerier. Chef de train du train de marchandises. Il se trouvait dans le wagon de queue. Le train comprenait 100 wagons, 52 chargés, 48 vides, 5,077 tonnes. Les freins d'urgence furent appliqués.

Eugène Berriault. Serre-freins du train de marchandises. Il se trouvait du côté sud de la locomotive. Il vit l'autobus qui s'engageait sur la voie qu'empruntent les trains se dirigeant vers l'est. Il cria au mécanicien, qui serra les freins d'urgence, puis la locomotive frappa l'autobus.

J.D. Shelston. Serre-freins à l'arrière du train de marchandises. Il se trouvait dans le wagon de queue. Les freins d'urgence furent serrés alors que le wagon de queue se trouvait à l'ouest du passage de l'île Perrot. Lorsque le wagon s'est arrêté après la collision, il se trouvait à peu près au milieu du pont de Dorion.

Témoins sur les lieux de l'accident:

Mme Frances Hardy. Elle arrêta son automobile derrière l'autobus. Quelques secondes plus tard, le train en direction est franchit le passage. La barrière était abaissée et les feux clignotaient. L'autobus commença à avancer. Elle vit des adolescents qui avec leurs bras, tenaient la barrière élevée. Ils la soutenaient entre le poteau de la barrière et l'autobus. Elle aperçut les adolescents alors que l'autobus venait de démarrer. Son automobile se trouvait à environ 8 pieds derrière l'autobus qui était arrêté à trois ou quatre pieds de la barrière. Elle ne doutait aucunement avoir vu les adolescents soutenant la barrière... elle a vu l'expression de leurs visages, ils souriaient.

Mme Beverley Finlay. Elle était assise sur la banquette avant de l'automobile de Mme Hardy. Elle vit le bout de la barrière s'élever. Elle ne vit personne élever les barrières, mais avant que l'autobus ait démarré, elle aperçut des jeunes qui se tenaient à droite de l'autobus. Elle constata par leur taille qu'il s'agissait d'adolescents. Après que l'autobus eût démarré et qu'elle eût aperçu le feu du train de marchandises, elle ne vit personne à la barrière et se demanda intérieurement où les garçons étaient partis. Plus tard, dans le terrain de stationnement, deux ou trois garçons ont déclaré qu'ils avaient vu trois garçons élever la barrière.

Léonard Ledoux. Ancien membre de la Sûreté de Dorion. Il se trouvait debout avec Marcel Dupont à environ 200 pieds du passage de la rue Saint-Charles du côté sud. Il aperçut les barrières baissées et le train en direction est. Quelques instants plus tard, il se retourna vers les voies ferrées et s'aperçut que la barrière sud était élevée à un angle d'environ 45 à 50 degrés et que l'autobus était rendu à peu près aux premières voies. Il lui sembla que quelqu'un tenait alors la barrière. Il en était convaincu. Il aurait pu fort bien s'agir d'une illusion d'optique, mais ce qu'il vit ressemblait à deux bras levés au-dessus du corps. Il lui a semblé que les bras étaient levés au-dessus de la tête et tenaient la barrière. Au cours de ses 27 années à Dorion, il avait vu les gens élever des barrières assez fréquemment. A une occasion, alors que les barrières entravaient la circulation routière, il les avait élevées, ce qui était très facile.

Carole Trudeau. Voyageait dans l'autobus. Lorsque le train de voyageurs fut passé, la barrière sud commença à s'élever. Elle regarda à sa droite et vit deux adolescents, dont l'un avait étendu les bras sous la barrière, puis la barrière était levée et l'autobus démarra. Les adolescents se trouvaient vers le centre du trottoir, à un pied ou un pied et demi de la barrière. Elle vit la barrière s'élever de même que les bras de l'adolescent.

Seija Hytonen. Elle était assise sur la banquette avant de l'automobile de Bob Brosseau qui était arrêtée à la barrière nord. Elle aperçut pour la première fois l'autobus alors qu'il franchissait les voies. Elle aperçut des personnes qui se tenaient dans la pénombre près de l'autobus du côté sud de la barrière sud. Par un coup d'oeil rapide, elle s'aperçut qu'elles avaient les mains étendues devant elles vers la barrière. Elle pensa qu'elles se trouvaient au milieu de la barrière, qui était abaissée, mais elles auraient pu être tout aussi bien à dix pieds de la barrière qu'à proximité. Elle ne vit pas la barrière s'élever ni ne vit quelqu'un l'élever.

Robert Brosseau. Il conduisait sa voiture et s'arrêta à la barrière nord qui ne s'est élevée à aucun moment. Il regarda la barrière sud alors que le train de voyageurs avait franchi le passage et aperçut deux ou trois formes qui semblaient être des personnes s'approchant de la barrière et qui semblaient étendre leurs bras vers l'avant sous la barrière et la soulever. Il vit l'autobus sur la voie... la barrière n'était pas entièrement élevée mais l'était suffisamment pour que l'autobus passe.

Daniel Cuerrier, 17 ans. Lui et Guy Vendette marchaient sur le trottoir est de la rue Saint-Charles et ils s'arrêtèrent près de la portière de l'autobus alors qu'il était arrêté à la barrière sud. Il vit quatre jeunes qui couraient devant le train de voyageurs. Il ne vit pas la barrière s'élever et ne vit pas l'autobus s'avancer dans le passage mais il le vit pour un instant dans le passage et vit le feu du train de marchandises. Vendette le poussa et lui dit: "Allons-nous en". Il ne vit pas la collision. Lui et Vendette coururent et il pensa que c'était parce qu'ils craignaient de se faire frapper par les éclats qui volaient de tous côtés par suite de la collision. Ils traversèrent en courant le terrain de stationnement (du côté est de la rue Saint-Charles) jusqu'au terrain vacant près du bureau de poste. Vendette lança ou échappa son chandail dans le terrain vacant pendant qu'il courait. A son avis, il n'avait jamais couru aussi rapidement de toute sa vie. Il ne toucha pas à la barrière. Il faisait noir dans le terrain de stationnement. Il raconta pour la première fois son histoire à la police immédiatement après l'enquête du coroner; celle-ci eut lieu du 9 au 12 janvier inclusivement. Il ne pouvait pas dire pourquoi il avait choisi de courir dans le terrain obscur plutôt que sur le trottoir, ni pourquoi il avait couru aussi loin.

Guy Vendette. Il était avec Cuerrier lorsque l'accident s'est produit. Ils avaient marché vers le nord jusqu'au passage avec l'intention de se rendre au bureau d'un médecin situé du côté nord des voies afin de se procurer des lunettes. Ils s'arrêtèrent près de l'autobus qui se trouvait très près de la barrière sud. La barrière était abaissée. Ils s'arrêtèrent à la portière avant de l'autobus. La barrière commença à s'élever après le passage du train en direction est. La barrière était à moitié élevée lorsqu'il s'en aperçut. L'autobus commença à franchir normalement le passage. Lui et Cuerrier attendirent pour franchir les voies. Il ne vit pas le train de marchandises venant de l'est mais il le vit frapper l'autobus. Par un semblant d'instinct de préservation, il poussa Cuerrier afin d'éviter les projectiles et ils coururent vers le terrain de stationnement. Plus tard, ils se rendirent du côté ouest de la rue Saint-Charles où se trouvait un attroupement de curieux. Un policier venant de l'endroit où l'autobus avait été poussé l'écarta de son passage. Ils ne demeurèrent pas très longtemps à cet endroit, car ils ne faisaient qu'obstruer le passage des gens et ils décidèrent alors de revenir. Ils y demeurèrent au plus une ou deux minutes puis retournèrent du côté est de la rue Saint-Charles. Plus tard, ils se rendirent au domicile de Cuerrier puis revinrent sur les lieux de l'accident avec M. et Mme Cuerrier. Au cours des semaines suivantes, il entendit diverses rumeurs selon lesquelles quelqu'un avait levé la barrière, mais il y prêta peu d'attention et l'idée qu'il avait été témoin et que la rumeur était fausse ne lui vint pas à l'esprit. Lorsqu'il prit connaissance du déroulement de l'enquête dans les journaux, il constata qu'il pouvait jeter une certaine lumière sur l'accident; il se rendit alors faire sa déposition à la police avec M. et Mme Cuerrier. Il ne vit pas l'agent Fontaine ni personne d'autre sur le trottoir et il ne vit personne toucher la barrière. Lui-même ne la toucha pas.

Armand de la Bousodière. Son automobile était arrêtée en direction nord du côté est de la rue Saint-Charles. Elle était la troisième ou la quatrième voiture derrière l'autobus. Il vit passer le train en direction est, après quoi la barrière s'est élevée d'une façon normale pour atteindre un angle d'environ 45 degrés. Il entendit un sifflement de train, qui lui sembla inhabituel, et qui attira son attention à la barrière. Il ne vit pas le train de marchandises avant que celui-ci ne frappe l'autobus, mais il vit la collision. Il remarqua deux jeunes gens qui couraient sur le trottoir est vers le bureau de poste, en s'éloignant de la barrière, quelques secondes après la collision. C'était des adolescents assez grands qui faisaient beaucoup de bruit avec leurs pieds. Ils passèrent près de sa voiture du côté droit et il trouva étonnant que des gens courent dans la direction opposée d'un accident. Il ne vit pas le poteau de la barrière ni le trottoir, étant donné que son champ de vision était obstrué. Il ne vit que le bout de la barrière.

Gilbert Fontaine. Agent de la Sûreté de Dorion. Il se trouvait du côté ouest de la rue Saint-Charles puis traversa du côté est pour marcher sur le trottoir est vers le passage où la circulation était arrêtée. L'autobus était arrêté à la bar-

rière sud et la barrière était abaissée. Les feux clignotaient. Il se trouvait à 40 ou 50 pieds ou à une distance moindre derrière l'autobus lorsque passa le train de voyageurs. Il était à environ 25 ou 30 pieds derrière l'autobus et à environ 60 pieds de la barrière lorsqu'elle commença à s'élever. Elle s'éleva complètement. L'autobus avait démarré lorsqu'il vit le train de marchandises qui arrivait. Il courut sur le trottoir derrière l'autobus pour l'atteindre et frapper dessus avec ses poings mais il ne parvint qu'à environ 5 pieds de l'autobus. Il pensa avoir instinctivement élevé les mains pendant qu'il courait. Il ne vit personne sur le trottoir ni personne qui touchait la barrière.

Roger Morrissette. Il se trouvait dans la deuxième automobile derrière l'autobus. Il vit la barrière levée à un angle d'environ 45 degrés, elle s'élevait normalement. Les feux clignotaient. La seule personne qu'il vit passer avant l'accident fut l'agent Fontaine qui marchait rapidement vers l'autobus qui avait déjà démarré. Il ne vit pas s'il y avait d'autres personnes près du passage et il ne regarda pas vers le trottoir sous la barrière.

Lucie Martel. Elle se trouvait dans la troisième voiture derrière l'autobus. Dès que le train de voyageurs eût passé, la barrière s'est élevée puis l'autobus s'avança et la barrière s'est abaissée immédiatement après. Elle vit les feux clignotants sur le poteau et entendit un sifflement de locomotive. Elle ne vit pas l'agent Fontaine ni personne d'autre sur le trottoir, elle ne regarda pas de ce côté-là et elle ne vit personne près de la barrière. La barrière s'est élevée normalement. Elle la vit d'abord à un angle d'environ 45 degrés puis la barrière s'éleva pour atteindre une position presque verticale.

J.C. Murgatroyd. Sa voiture était la troisième ou la quatrième arrêtée derrière l'autobus, mais il pense qu'un véhicule devant le sien tourna et partit avant l'arrivée du train de voyageurs. Il vit l'agent Fontaine traverser la rue de l'ouest à l'est et se rendre du côté de la barrière. Il perdit Fontaine de vue lorsque celui-ci passa à l'arrière de l'autobus du côté droit près de la barrière. La barrière s'éleva pour atteindre un angle de 90 degrés. Il ne vit personne d'autre que Fontaine sur le trottoir est mais ne put affirmer qu'il n'y avait personne d'autre à la barrière. Selon lui, les freins du train ont été serrés deux secondes après la collision parce qu'il vit alors ce qu'il a pensé être des flammes provenant des freins.

Édouard Crevier. Il était assis sur le balcon de sa maison, située non loin du passage, et vit l'accident arriver. Il vit l'autobus alors qu'il se trouvait sur le passage et que la barrière s'abaissait derrière l'autobus. Il ne vit personne sur le trottoir est ni personne élever la barrière. Il portait attention à l'autobus et au train.

Marcel Dupont. Il se tenait avec Léonard Ledoux du côté ouest de la rue Saint-Charles au sud du passage. L'agent Fontaine leur parla pendant une ou deux minutes. Il vit la barrière sud à un angle de 45 ou de 50 degrés, les feux

clignotants, alors que l'autobus s'était déjà engagé dans le passage. Il aperçut le train de marchandises alors qu'il était à 15 ou 20 pieds de l'autobus. Il ne porta pas attention au trottoir est et n'y vit personne.

Claude Chartré. Il se tenait au sud du passage du côté ouest de la rue Saint-Charles, à environ 50 pieds du passage. Il vit les barrières abaissées, les feux clignotants et l'autobus arrêté. Il vit Réal Charette franchir les voies immédiatement avant la collision. Il vit l'autobus démarrer, la barrière étant alors levée. Il entendit presque simultanément le sifflement du train et le bruit strident des freins. Il ne vit personne du côté est de la rue Saint-Charles près de la barrière mais il n'était pas en mesure de nier qu'il aurait pu y avoir quelqu'un.

Normand Sabourin. Il parlait à Léonard Ledoux lorsqu'il vit l'autobus s'engager dans le passage, le train de marchandises qui approchait, puis la collision... c'est à peu près tout ce qu'il vit.

Michel Arbec. Il se trouvait avec Noël Dupont du côté ouest de la rue Saint-Charles. Il remarqua que l'autobus était arrêté mais il ne porta pas attention aux barrières ni aux feux. Après la collision il vit la barrière s'abaisser derrière l'autobus. C'est à peu près tout ce qu'il vit.

Louis Clarke. Il se trouvait dans le terrain de stationnement après l'accident, et en parlant avec Mme Hardy et Mme Finlay, l'une d'elles lui a déclaré avoir vu trois adolescents élever la barrière. Bob Brosseau lui a également dit qu'il avait vu des gens tenant la barrière.

Gilles Couture. Il traversa la rue Saint-Charles pour se rendre du côté est derrière l'autobus, monta sur le trottoir, passa sous la barrière et franchit en courant les voies en direction nord avant que le train de voyageurs franchisse le passage. Il entendit le sifflement des deux trains. Il ne remarqua personne près de la barrière sud. Après avoir franchi les voies en courant il se retourna et vit que la barrière sud était élevée et que l'autobus s'était engagé dans le passage.

Réal Charette. Il franchit les voies du sud au nord du côté ouest de la rue Saint-Charles après le passage du train de voyageurs et il était rendu à mi-chemin lorsqu'il vit s'approcher le train de marchandises; il courut alors dans le fossé.

Pierre Gravel. Il voyageait à bord de l'autobus. La barrière s'est élevée lorsque le train de voyageurs était rendu à environ 50 pieds du passage. La barrière s'éleva normalement. Il regardait la barrière s'élever par le pare-brise de l'autobus et regardait le train qui s'éloignait; il ne regarda pas la barrière à l'endroit situé près du trottoir sous la barrière, n'y vit personne, ne vit pas l'agent Fontaine... lorsque l'autobus est passé devant le poteau de la barrière, il aurait vu quiconque se serait trouvé là. Il entendit quelque chose tomber sur le toit de l'autobus et a cru qu'il s'agissait de la barrière.

André Montpetit. Lui et son frère Michel étaient accoudés sur la barrière nord au moment où passait le train de voyageurs. Ils se relevèrent lorsque le dernier wagon eût passé. Il sentit un mouvement de côté de la barrière mais aucune pression remontante. Après le passage du train, il vit que la barrière sud s'était élevée presque complètement et que l'autobus s'engageait sur les voies. Il ne vit personne à cet endroit.

Michel Montpetit. Lui et son frère André étaient accoudés sur la barrière nord qui vibra mais qui ne semblait pas vouloir s'élever. Il vit Charette alors que ce dernier était dans le fossé.

J.-C. Roy. Il se trouvait dans la deuxième voiture du côté nord du passage. Lorsque le train de voyageurs fut passé, il vit la barrière sud s'élever complètement puis descendre à une position d'environ 70 ou 80 degrés. Il ne vit personne à cet endroit. Il suivit de ses yeux la barrière qui s'élevait depuis sa position horizontale.

Jean Marleau. Il se tenait près de la barrière nord. Il vit quelqu'un accoudé sur la barrière nord après avoir remarqué que la barrière sud était élevée. Quand il vit la lueur du train de marchandises qui approchait, il remarqua l'autobus et constata que la barrière sud était élevée. Lorsqu'il la vit, elle était à environ 4 ou 5 pieds de sa position verticale et l'autobus avait démarré. Il regardait le train et l'autobus en même temps. Il ne vit personne franchir les voies ni personne sur le trottoir près de l'autobus. Il vit quelqu'un ayant un coude sur la barrière nord lorsqu'il aperçut la barrière sud s'élever à 4 ou 5 pieds de la position verticale. Il n'entendit aucun crissement de freins avant l'accident ni après. Lorsqu'il vit que la barrière sud était presque rendue à sa position verticale, il ne vit pas la partie inférieure de la barrière mais seulement la partie supérieure.

Mme Jeanne Brosseau. Elle se trouvait dans son automobile du côté nord du passage avec son fils Bob et Mlle Hytonen. La barrière nord était abaissée. Elle aperçut le train de marchandises et en même temps l'autobus qui s'engageait sur les voies. La barrière sud était élevée lorsqu'elle vit l'autobus. Son fils affirma qu'il y avait quelqu'un de l'autre côté, près de la barrière, mais à aucun moment ne vit-elle quelque chose se passer du côté sud et ne regarda même pas de ce côté-là.

Marcel Dion. Il se trouvait à la barrière nord avec Claude Pilon. La barrière nord ne s'est pas élevée. Il vit la barrière sud élevée alors qu'elle se trouvait au-dessus de l'autobus. Il vit Réal Charette franchir les voies. Lui-même ne portait pas attention à l'autobus et ne vit pas la barrière quitter sa position horizontale. Il vit l'autobus démarrer lentement. Il entendit le sifflement du train de marchandises. Il ne regarda pas sur le trottoir du côté sud et ne remarqua pas s'il y avait quelqu'un sur le trottoir ou devant l'autobus.

Claude Pilon. Il se trouvait avec Marcel Dion à la barrière nord. Lorsqu'il vit la barrière sud, elle était à environ 4 pieds de sa position verticale tout en continuant à s'élever et l'autobus s'engageait sur les voies. Il ne vit personne près de l'autobus ni devant l'autobus. Il ne vit personne accoudé sur la barrière nord. Il ne regarda pas vers la partie inférieure de la barrière sud et étant donné que l'autobus s'était déplacé, il ne pouvait pas voir s'il s'y trouvait quelqu'un, mais il vit l'autobus avant que celui-ci ait démarré et rien ne l'empêchait de voir des gens qui se seraient trouvés près de l'autobus, mais il ne vit personne.

André Therrien. Il se trouvait près de la barrière nord lors du passage du train de voyageurs. Lorsqu'il vit la barrière sud après le passage du train de voyageurs, elle était presque rendue à sa position verticale et suffisamment élevée pour permettre le passage de l'autobus. Il ne vit pas réellement s'il y avait quelqu'un sur le trottoir près de l'autobus.

Philip Holland. Il prenait place dans la deuxième voiture du côté nord du passage, il n'y avait qu'une voiture devant la sienne. Les barrières étaient abaissées, les gros feux rouges clignotaient, de même que les petits feux sur la barrière nord. Il ne vit personne près de la barrière nord ou accoudé sur elle. Lorsqu'il arriva au passage, le train de voyageurs y passait en se dirigeant vers Montréal. Il vit l'autobus pour la première fois immédiatement après que le premier train eût franchi le passage, et après avoir aperçu le train de marchandises qui approchait, il regarda vers l'avant et vit l'autobus. La barrière sud s'élevait et était rendue à un angle d'environ 15 degrés. Lorsque la barrière eût atteint un angle d'environ 75 à 80 degrés, l'autobus avança sous la barrière. Ce n'est qu'après l'accident qu'il apprit qu'il s'agissait d'un autobus scolaire. Les sonneries se faisaient entendre pendant que le premier train passait et après qu'il eût franchi le passage. Son regard se portait sur l'autobus, puis sur le train. Il ne vit personne sur le trottoir au sud du passage, ni personne franchissant le passage, ni près du passage du côté est de la rue. Alors qu'il regardait en direction de la barrière, il ne vit aucun bras ni aucune ombre tandis que la barrière se trouvait à un angle de 15 degrés, et il était d'avis que s'il y avait eu quelqu'un, il l'aurait vu. Rien n'obstruait sa vision. La barrière s'élevait normalement et rapidement par rapport aux autres passages qu'il avait vus. Il vit la barrière s'élever de sa position horizontale à 15 degrés jusqu'à sa position verticale. Il ne porta pas d'attention particulière à ce qui se passait près du poteau de la barrière. Étant donné qu'une partie du bras de la barrière se trouvait entre lui et les phares de l'autobus, cette partie ressortait davantage que le reste de la barrière. A son avis, si quelqu'un avait touché la barrière de quelque façon, il est certain qu'il l'aurait vu. S'il y avait eu quelqu'un sur le trottoir ou à une certaine distance de la barrière, il ne croit pas qu'il l'aurait vu, mais si quelqu'un s'était trouvé à la barrière, il est certain qu'il l'aurait vu. Il est persuadé qu'il n'y aurait pu se trouver quelqu'un à la barrière ou à un ou deux pieds de la barrière sans

qu'il l'ait vu. Il pouvait voir la barrière nord sur toute sa longueur alors qu'il y était arrêté, mais il ne vit personne à cette barrière ni près d'elle — il ne regardait qu'environ les trois quarts de la barrière qui se trouvaient directement devant lui — il ne porta pas attention à ce qui se passait sur le trottoir à cet endroit.

Roger Levac. Il se trouvait dans sa voiture, arrêtée à la barrière nord qui était abaissée, lors du passage du train en direction de Montréal. Sa voiture était la deuxième ou la troisième en file. Il entendit le sifflement du train qui frappa l'autobus. Il croit que la barrière nord s'éleva un peu. Il vit la barrière sud s'élever normalement. Il vit la barrière sud s'élever depuis sa position horizontale originale jusqu'au moment où elle fut complètement élevée, puis la vit s'abaisser. Il vit l'autobus scolaire, les phares allumés. Il vit la collision. Il ignore s'il aurait pu voir quelqu'un élever la barrière ou voir quelqu'un qui s'y trouvait. Les feux rouges de la barrière sud clignotaient lorsque celle-ci s'élevait. Lorsqu'il regarda la barrière sud, il la vit sur toute sa longueur mais ne porta pas d'attention particulière à la partie de la barrière la plus près du trottoir, et il ne pouvait pas voir le trottoir de l'endroit où il se trouvait. Il ne vit pas la barrière s'abaisser complètement.

Fonctionnement des barrières à d'autres occasions:

Lors de l'audience, on a également signalé que l'appareil de protection au passage de la rue Saint-Charles avait mal fonctionné à diverses occasions, de l'avis des témoins. La Commission a fait enquête sur ces incidents, ainsi que sur d'autres incidents qui se seraient produits à diverses périodes à ces passages après le 7 octobre, de même que sur d'autres incidents qui se seraient produits à des passages dotés d'appareils de protection semblables. L'appareil de protection n'est pas tout à fait le même au passage du Pacifique-Canadien de la rue Saint-Charles qu'au passage du National-Canadien, et il existe également diverses différences à d'autres passages protégés par des barrières, mais la conception de tous ces appareils modernes formés de barrières à bras courts est fondamentalement la même et elle comprend dans tous les cas la caractéristique "sécurité après défaillance".

Dans la plupart des cas, on s'est plaint que les barrières étaient abaissées et retardaient la circulation routière lorsqu'aucun train ne passait. Ceci arrive occasionnellement seulement, par suite du bris d'un rail ou d'un fil, de l'exécution de travaux d'entretien à l'intérieur du circuit de commande et dans d'autres situations où la caractéristique "sécurité après défaillance" entre en jeu. Dans certains cas, les employés du chemin de fer ont actionné les barrières par commande manuelle. Dans certains cas, le fait a été signalé à la Commission longtemps après s'être produit, et il a été difficile de connaître toutes les circonstances. Aucune de ces enquêtes n'a révélé de cas où une barrière se soit élevée alors qu'un train s'approchait du passage dans les limites du circuit de com-

mande d'approche, si ce n'est qu'elle avait été élevée par des employés du chemin de fer actionnant les commandes des barrières alors qu'ils dirigeaient les mouvements des trains dans l'exercice de leurs fonctions. Aucun ingénieur des signaux de la Commission, au cours de ses nombreuses années de service, n'a entendu dire que cela se soit produit, si ce n'est lorsque des personnes non autorisées ont élevé une barrière en la soulevant.

CONCLUSIONS ET OBSERVATIONS

On dit souvent, et parfois les faits le prouvent, que ce qu'on croyait impossible peut arriver et arrivera. On peut former pareille conjecture dans le cas de l'appareil de protection des chemins de fer Nationaux du Canada, au passage de la rue Saint-Charles, mais elle ne saurait justifier les conclusions sur ce qui a effectivement fait s'élever la barrière sud devant l'autobus

Un certain nombre de personnes qui pouvaient voir le passage affirment n'avoir vu personne près de la barrière sud. Certaines d'entre elles ajoutent même que, s'il y avait eu une ou plusieurs personnes à la barrière ou sur le trottoir près de la barrière, elles étaient en mesure de les voir et les auraient certainement remarquées. Toutefois, d'après leur propre témoignage, les deux jeunes gens, Cuerrier et Vendette, se trouvaient sur le trottoir en face de la portière de l'autobus et l'agent Fontaine courut sur le même trottoir au delà de la barrière afin d'essayer d'atteindre l'autobus et d'attirer son attention. Fontaine a déclaré n'avoir pas remarqué Cuerrier et Vendette qui ont affirmé pour leur part n'avoir pas vu le policier.

Cependant, la façon d'agir de Cuerrier et de Vendette après la collision a été pour le moins étrange. Ils étaient arrivés au passage à niveau dans l'intention de le franchir afin de se rendre au bureau d'un médecin. La barrière s'est élevée, l'autobus s'est engagé sur les voies, mais ils n'ont pas fait un seul mouvement pour aller là où ils avaient l'intention d'aller. Au moment de la collision, ou quelques secondes avant ou après, ils coururent plutôt se réfugier dans un terrain peu éclairé du côté est de la rue. Par la suite, ils n'allèrent même pas là où avait été projeté l'autobus, ni là où gisaient les occupants, morts ou blessés. Nous avons peine à croire que c'était en vue d'éviter les débris volant de toutes parts qu'ils se sont réfugiés dans le terrain sombre. Dans la boîte aux témoins, ils nous ont donné l'impression d'être des jeunes gens intelligents, intelligents et fuyants plutôt que francs et disposés à dire toute la vérité sur ce qu'ils savaient de l'affaire.

Le témoignage des personnes qui, pour une raison ou une autre, n'ont pas vu ou remarqué quelqu'un à la barrière, ou quelqu'un en train de la lever est, en soi, négatif. Ce témoignage n'a pas, en ce qui a trait aux événements survenus sur le trottoir près de la barrière, la même valeur de preuve que le témoignage affirmatif de personnes qui pouvaient voir et qui ont déclaré avoir vu certains

faits précis se produire. Les personnes qui ont déclaré avoir vu des personnes à la barrière étaient, elles-mêmes, placées à des postes d'observation différents et n'avaient pas toutes le même champ de vision. Elles n'ont pas non plus soupçonné que ce qui leur semblait être des personnes pouvait simplement être des ombres, ou encore que ce qu'elles ont vu pouvait n'être simplement que les bras de l'agent Fontaine qui courait.

Il n'a pas été prouvé que la sonnerie d'avertissement du passage à niveau a sonné alors que la barrière sud s'élevait, comme cela aurait dû se produire si quelqu'un avait élevé la barrière par la force de ses bras. Toutefois, la circulation automobile était alors très dense au passage. Les cloches des deux trains, de voyageurs et de marchandises, sonnaient alors qu'ils approchaient du croisement; il y avait aussi le sifflement des trains et le bruit fait par les deux trains rapides. Le laps de temps au cours duquel la barrière sud s'est élevée puis est retombée a pu n'être que de quelques secondes. Dans ce cas, il est bien possible que la sonnerie du passage ait fonctionné sans toutefois être entendue.

Il est naturel qu'on ait pu penser que l'exécution à l'est du passage, quelques heures à peine avant l'accident, dans l'après-midi, par des employés du chemin de fer, de certains travaux en vue de changer des câbles et de couper un rail, ait pu occasionner un mauvais fonctionnement de l'appareil de protection. Cependant, les employés du chemin de fer ont décrit les travaux effectués et les essais qu'ils ont faits afin de s'assurer que l'appareil de protection au passage fonctionnait normalement, une fois leurs travaux terminés. Quelques trains ont même franchi le passage après les travaux, au cours de l'après-midi et de la soirée, avant l'accident, et les signaux de voie ainsi que l'appareil de protection ont continué de fonctionner normalement. A notre avis, le travail susmentionné n'était qu'une coïncidence, sans aucun rapport avec la collision.

A notre avis, il y a prépondérance de témoignages dignes de foi à l'effet que la barrière a été levée par les bras et les mains d'une ou de deux personnes qui étaient à la barrière. Nous pensons aussi que quiconque a levé les barrières l'a fait sans savoir et sans penser que c'était alors dangereux, ni sans savoir qu'un train en direction ouest s'approchait du passage. Compte tenu des conséquences, il n'est pas étonnant que personne n'a admis avoir levé la barrière.

Nous avons déjà indiqué que l'appareil de protection de type barrières à bras courts, feux d'avertissement et sonnerie, comme celui qui est installé au croisement de la rue Saint-Charles et la voie ferrée du National-Canadien, est le plus moderne et le meilleur système de protection et d'avertissement de passage à niveau que connaisse la Commission. Son usage est répandu à des milliers de passages à niveau au Canada et aux États-Unis. Toutefois, il ne constitue pas un moyen absolu ni certain d'empêcher les collisions entre trains et véhicules à moteur, car il n'existe encore aucun système connu de protection de

passage à niveau ayant atteint un tel degré de perfection. Nous sommes convaincus que le tragique accident du 7 octobre n'a pas été causé par une panne, une défectuosité ou un mauvais fonctionnement de l'appareil de protection au passage à niveau.

Le problème du passage à niveau de la rue Saint-Charles ne sera complètement résolu que par la construction d'un étagement de voies.

(Signé) ROD KERR

(Signé) J. E. DUMONTIER

(Signé) JOHN M. WOODARD

Ottawa, le 30 octobre 1967

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

*Ottawa 4, Ont.
October 31, 1967*

NOTICE

A new procedure has been instituted with respect to the numbering of Orders issued by the Railway Transport Committee.

With the Proclamation of Part I of the National Transportation Act on September 19, 1967, the Board of Transport Commissioners for Canada became a part of the Canadian Transport Commission and was designated as the Railway Transport Committee.

In view of this development, and in order to identify Orders of the Railway Transport Committee, it was decided that such Orders would carry the prefix "R" preceding the number of the Order and a new numbering series, beginning with number 1, would be implemented.

It might also be pointed out that generally speaking Section 90 of the National Transportation Act provided that all regulations, rules, orders and directions made by the Board of Transport Commissioners for Canada in force on the Proclamation of Part I of the new legislation continue in force until repealed, replaced or rescinded by, or as amended or varied by, The Canadian Transport Commission under the provisions of the National Transportation Act and the Railway Act, or any other Act of the Parliament of Canada.

C.W. Rump,
Secretary,
Railway Transport Committee.

ORDER NO. R-34

CANADIAN TRANSPORT COMMISSION

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.M. WOODARD

W.R. IRWIN

IN THE MATTER OF the application of the Canadian National Railways, under Section 353 of the Railway Act, for authority to publish a rate of \$13.86 per ton of 2,000 pounds on Molybdenite Concentrates, carloads, minimum weight 140,000 pounds, from Eganville, Ontario, to Cadillac, Que., subject to a released valuation of \$100.00 per ton of 2,000 pounds.

File No. 40615.13

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian National Railways are authorized to publish a rate of \$13.86 per ton of 2,000 pounds on Molybdenite Concentrates, carloads, minimum weight 140,000 pounds, from Eganville, Ontario, to Cadillac, Quebec, subject to a released valuation of \$100.00 per ton of 2,000 pounds.

Dated at Ottawa, this 26th day of September, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-58

CANADIAN TRANSPORT COMMISSION

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

ROD KERR, Q.C.

J.M. WOODARD

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", under section 168 of the Railway Act, for authority to abandon that portion of their Fonthill Subdivision between mileage 3.93 and mileage 5.17, a distance of 1.24 miles within the Town of Thorold, in the Province of Ontario:

File No. 27528.4

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The Applicants are authorized to abandon that portion of their Fonthill Subdivision between mileage 3.93 and mileage 5.17, a distance of 1.24 miles within the Town of Thorold, in the Province of Ontario.

2. The said abandonment may take place at any time after the date of issuance of this Order.

Dated at Ottawa, this 28th day of September, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-387

CANADIAN TRANSPORT COMMISSION

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

J.M. WOODARD

*IN THE MATTER OF General
Order No. 0-10 of The Board of
Transport Commissioners for Canada,
Railway Safety Appliance Standards:*

File No. 11654

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. General Order No. 0-10 of The Board of Transport Commissioners for Canada is amended by adding after paragraph 3 the following paragraph:

4. Notwithstanding paragraph 1 and clauses 316 to 349 of the Regulations, clause 349A applies to:

(a) all caboose cars with platforms built new or re-built after January 1, 1967;

(b) all caboose cars with platforms in service on and after April 1, 1974.

2. By adding after clause 349 of the Regulations the following clause:

349A. CABOOSE CARS WITH PLATFORMS BUILT NEW OR RE-BUILT AFTER JANUARY 1, 1967, AND CABOOSE CARS WITH PLATFORMS IN SERVICE ON AND FROM APRIL 1, 1974.

HAND-BRAKES

NUMBER

A1. (1) Each caboose car shall be equipped with an efficient hand-brake which shall operate in harmony with the power-brake thereon.

(2) The hand-brake may be of any efficient design, but must provide a total braking force applied to brake shoes not less than the total force applied to the brake shoes by the brake cylinders at 50 pounds per square inch.

DIMENSIONS

A2. (1) The brake wheel may be deep or shallow, of malleable iron, wrought iron, steel, or other material of equivalent strength.

57 R.T.C.

- (2) Overall diameter of brake wheel nominally twenty-two (22) inches.
- (3) Depth of brake wheel hub shall be two and five-eighths ($2 \frac{5}{8}$) inches with square taper shaft fit, taper two (2) inches in twelve (12) inches with small end of taper fit seven-eighths ($\frac{7}{8}$) inches.
- (4) Brake wheel and drum shall be arranged so that both will revolve when applying and gradually releasing the hand-brake. Hand-brake shall be provided with means to prevent application of the brake by winding in a counterclockwise direction.
- (5) All chains shall be not less than nine-sixteenths ($\frac{9}{16}$) inch BBB coil chain.
- (6) All hand-brake rods shall be not less than three-fourths ($\frac{3}{4}$) inch diameter.

LOCATION

- A3. (1) The hand-brake shall be so located that it can be safely operated from the end platform while car is in motion.
- (2) The brake-shaft shall be located to the left of and not less than seventeen (17) nor more than twenty-two (22) inches from centre of car and not less than twenty-six (26) nor more than forty (40) inches above top of end platform.

MANNER OF
APPLICATION

- A4. (1) There shall be not less than four (4) inches clearance around rim of brake wheel.
- (2) Brake wheel shall be held in position on brake-shaft by a nut on a threaded extended end of brake-shaft, said threaded portion shall be not less than three-fourths ($\frac{3}{4}$) of an inch in diameter; said nut shall be secured by riveting over or by the use of a lock-nut or suitable cotter.
- (3) Outside edge of brake-wheel shall be not less than four (4) inches from a vertical plane parallel with end of car and passing through the inside face of knuckle when closed with coupler-horn against the buffer-block or end sill.
- (4) Hand-brake housing shall be securely fastened to car.
- (5) Brake-shaft shall be arranged with a square fit at its outer end to secure the hand-brake wheel; said square fit shall be not less than seven-eighths ($\frac{7}{8}$) of an inch square. Square-fit taper: nominally two (2) in twelve (12) inches. (See Plate A).

SIDE-HANDHOLDS

NUMBER	A5.	Four (4).
DIMENSIONS	A6.	(1) Minimum diameter, five-eighths (5/8) of an inch, wrought iron, steel, or other material of equivalent strength. (2) Minimum clear length, thirty-six (36) inches: and (3) Minimum clearance, two (2), preferably two and one-half (2 1/2) inches.
LOCATION	A7	One (1) near each end on each side of car, curving downward toward centre of car from a point not less than thirty (30) inches above platform to a point not more than eight (8) inches from bottom of car. Top end of handhold shall be not more than eight (8) inches from outside face of end-sheathing.
MANNER OF APPLICATION	A8.	Side-handholds shall be securely fastened with not less than one-half (1/2) inch bolts with nuts outside (when possible) and riveted over or with not less than one-half (1/2) inch rivets.

END-HANDHOLDS

NUMBER	A9.	Four (4)
DIMENSIONS	A10.	(1) Minimum diameter, five-eighths (5/8) of an inch, wrought iron, steel, or other material of equivalent strength. (2) (a) Minimum clear length, sixteen (16) inches, preferably twenty-four (24) inches. (b) Notwithstanding para. (a) of this subsection, a handhold fourteen (14) inches in length may be used where it is impossible to use one sixteen (16) inches in length. (3) Minimum clearance, two (2) preferably two and one-half (2 1/2) inches.
LOCATION	A11.	(1) Horizontal: one (1) near each side on each end of car on face of platform end-sill. (2) Clearance of outer end of handhold shall be not more than sixteen (16) inches from end of platform end-sill.
MANNER OF APPLICATION	A12.	Horizontal end-handholds shall be securely fastened with not less than one-half (1/2) inch bolts with nuts outside (when possible) and riveted over, or with not less than one-half (1/2) inch rivets.

END-PLATFORM-HANDHOLDS

NUMBER	A13.	Four (4).
DIMENSIONS	A14. (1)	Minimum diameter, five-eighths (5/8) of an inch, wrought iron, steel, or other material of equivalent strength.
	(2)	Minimum clearance, two (2), preferably two and one-half (2 1/2) inches.
LOCATION	A15.	One (1) right-angle handhold on each side of each end extending horizontally from door-post to corner of car at approximate height of platform-rail, then downward to within twelve (12) inches of bottom of car.
MANNER OF APPLICATION	A16.	Handholds shall be securely fastened with not less than one-half (1/2) inch bolts with nuts outside (when possible) and riveted over or with not less than one-half (1/2) inch rivets.

CABOOSE PLATFORM-STEPS

- A17. (1) Safe and suitable open, or box steps leading to caboose platforms to be provided at each corner of caboose.
- (2) Where open steps are used, the bottom tread of said steps to be provided with a right and left foot-stop at each end of tread, made of angle iron 3 1/2 by 2 1/2 by 1/4 inch; the 2 1/2 inch face of angle iron to be bolted to the step.

UNCOUPLING-LEVERS

NUMBER	A18.	Two (2)
DIMENSIONS	A19. (1)	Handles of uncoupling levers EXCEPT those shown on Plate "B" or of similar design, shall be not more than six (6) inches from sides of car.
	(2)	Uncoupling levers of design shown in PLATE "B" and of similar designs shall conform to the following prescribed limits:
	(a)	handles shall be not more than twelve (12) inches, preferably nine (9) inches from sides of cars.
	(b)	Centre lift arms shall be not less than seven (7) inches long.
	(c)	Centre of eye at end of centre lift arm shall be not more than three and one-half (3 1/2) inches beyond

centre of eye of uncoupling pin of coupler when horn of coupler is against the buffer block or end sill (See Plate "B").

- (d) Ends of handles shall extend not less than four (4) inches below bottom of end sill or shall be so constructed as to give a minimum clearance of two (2) inches around handle (See Plate "B").
- (e) Minimum drop of handles shall be twelve (12) inches, maximum, fifteen (15) inches over all (See Plate "B").
- (f) Handles of uncoupling levers of the "rocking" or "push down" type shall be not less than eighteen (18) inches from top of rail when lock block has released knuckle, and a suitable stop shall be provided to prevent inside arm from flying up in case of breakage.

LOCATION A20. One (1) on each end of car. When single lever is used, it shall be placed on left side of end of car.

Dated at Ottawa, this 20th day of October, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-391

CANADIAN TRANSPORT COMMISSION

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

R. KERR, Q.C.

W.R. IRWIN

*IN THE MATTER OF General
Order No. T-23 of The Board of
Transport Commissioners for Canada,
Regulations Governing Baggage Car
Traffic:*

File No. 23328

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. T-23 of The Board of Transport Commissioners for Canada is amended:

1. By striking out in Rule 15(a) of the said General Order the following: providing the corpse be accompanied on the same train by an adult holding proper transportation.
2. By striking out in Rule 15(c) of the said General Order the following: The escort of the corpse will be required to make all arrangements for such transfer.
3. By striking out Rule 15(f) and Rule 15(j) of the said General Order.

Dated at Ottawa, this 20th day of October, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-431

CANADIAN TRANSPORT COMMISSION

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK
W.R. IRWIN

IN THE MATTER OF the application of the Canadian Freight Association (Western Lines), under Section 353 of the Railway Act, for authority to publish a rate of \$19.70 per ton of 2,000 pounds on Concentrates, Copper, carload minimum weight 140,000 pounds, from Prince Albert, Sask., to Clara Belle, Ontario, subject to valuation not exceeding \$155.00 per ton of 2,000 pounds;

AND IN THE MATTER OF Order No. 123793 of the Board of Transport Commissioners for Canada dated March 15, 1967, on behalf of the Canadian Freight Association (Western Lines).

File No. 40615.4

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian Freight Association (Western Lines) is authorized to publish rate of \$19.70 per ton of 2,000 pounds on Concentrates, Copper, carload minimum weight 140,000 pounds, from Prince Albert, Sask., to Clara Belle, Ontario, subject to valuation not exceeding \$155.00 per ton of 2,000 pounds, such rate to be published in Canadian Freight Association (Western Lines) Tariff 103-T, C.T.C.(F) 685.

The Order of the Board of Transport Commissioners for Canada numbered 123793, dated March 15, 1967, is hereby rescinded

Dated at Ottawa, this 25th day of October, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, AUGUST, 1967
RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	351	16	446
Level Crossing Accidents	<u>30</u>	<u>18</u>	<u>39</u>
	<u>381</u>	<u>34</u>	<u>485</u>

	<i>Killed</i>	<i>Injured</i>
Passengers	—	202
Employees	6	227
Others	<u>28</u>	<u>56</u>
	<u>34</u>	<u>485</u>

Of the 30 accidents at Highway Crossings, 20 occurred where standard railway crossing signs are located, 10 where additional forms of protection are in use, 19 after Sunrise and 11 after Sunset.

Ottawa, Ontario

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- R-1 September 22 — Authorizing the City of Wetaskiwin, Alta. to widen 40th Avenue where it crosses the C.P.R. at mileage 56.3 Leduc Subd. and requiring the Railway to relocate and revise the automatic protection at the said crossing.
- R-2 September 22 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Green Road between Lots 20 and 21, Concession 1, Township of Saltfleet, Ont. mileage 36.40 Grimsby Subd. and to relocate the existing reflectorized crossing signs to another crossing at Vulcan Street in Rexdale, Ont. mileage 0.17 of the Highbury Spur, off mileage 11.75 Weston Subd.
- R-3 September 22 — Approving plan of the National Capital Commission showing the permanent relocation of the Prescott Subd. C.P.R. and a passing track between Station 113 + 58.6 and Station 128 + 36; relocation of the existing track from Station 125 + 75 to near Ottawa West Station designated as points B-C; and temporary diversion of the main line between Station 114 + 50 and Station 123 + 50 designated as points D-E; City of Ottawa, Ont.
- R-4 September 22 — Exempting the C.N.R. from the application of Clause 53(1) of General Order No. E-14 provided no engines or trains clear the main track at the siding at mileage 301.1 Kingston Subd. in Oshawa, Ont.
- R-5 September 22 — Authorizing the C.P.R. to operate its engines, cars and trains on the relocated McAdam Subd. from mileage 0.20 to mileage 0.65, City of Saint John, N.B.
- R-6 September 22 — Authorizing the Alberta Department of Highways to construct an overhead bridge to carry Highway No. 53 across and over the C.P.R. in Ponoka, Alta. mileage 34.31 Leduc Subd. eliminating an existing crossing at mileage 34.53 Leduc Subd.
- R-7 September 25 — Amending Order No. 122486 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Llewellyn Road in Lunenburg County, N.S. mileage 93.32 Chester Subd.
- R-8 September 25 — Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. 3.29 miles west of Ridgeway, Ont. mileage 12.29 Dunnville Subd.

- R-9 September 25 - Approving the location of the proposed temporary crude petroleum transfer facilities of Gibson Petroleum Company Ltd. at Greencourt, Alta. near mileage 79.8 Sangudo Subd. C.N.R.
- R-10 September 25 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway 4.91 miles west of Belle River, Ont. mileage 94.91 Chatham Subd. South-western Ontario Area.
- R-11 September 25 - Authorizing the Toronto, Hamilton and Buffalo Railway Company to install an automatic interlocking, in lieu of the existing mechanical interlocking, at the crossing of its railway and the C.N.R. at Dunnville, Ont. mileage 14.28 Dunnville Subd. of the T.H.&B.R. and mileage 37.40 Dunnville Subd. of the C.N.R.
- R-12 September 25 - Exempting the C.N.R. from the application of Clause 53(1) of General Order No. E-14 provided no engine or train clears the main track at the siding at mileage 143.70 Ruel Subd. Ont.
- R-13 September 25 - Approving the location of the proposed additional 1,000 Imperial gallon flammable liquid storage tank and existing tank truck loading facilities of Imperial Oil Limited at Golden Prairie, Sask., near mileage 17.25 Hatton Subd. C.P.R., and revoking authority conferred by Order No. 62110.
- R-14 September 25 - Approving the location of the proposed flammable liquid tank car unloading rack and associated piping of Imperial Oil Limited at Togo, Sask. near mileage 79.65 Togo Subd. C.N.R.
- R-15 September 25 - Revoking the authority conferred by Order No. 105319 to locate the flammable liquid bulk storage facilities of Canadian Oil Companies Ltd. at Dauphin, Man., mileage 0.5 Togo Subd. C.N.R.
- R-16 September 25 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Swale Street, Callander, Ont. mileage 220.25 Newmarket Subd.
- R-17 September 25 - Approving Supplement No. 3 and Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Saint-Nazaire.
- R-18 September 25 - Authorizing the Interprovincial Pipe Line Company to construct an additional pipe line across and under the C.N.R. in the NE1/4-28-14-10-W2M, Sask. mileage 1.02 Candiac Ballast Pit Spur off mileage 32.13 Glenavon Subd.

- R-19 September 26 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at Tara, Ont. mileage 49.48 Owen Sound Subd.
- R-20 September 26 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 55 Parish of Normandin, P.Q. mileage 41.92 Roberval Subd.
- R-21 September 26 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and PTH No. 244 at Manitou, Man., mileage 100.83 La Riviere Subd.
- R-22 September 26 — Authorizing the C.P.R. to remove the station agent at McAuley, Man. mileage 36.4 Neudorf Subd. provided a resident caretaker is appointed.
- R-23 September 26 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Maple Grove Road, Township of Clinton, Ont. mileage 20.51 Grimsby Subd.
- R-24 September 26 — Approving location of the liquefied petroleum gas transfer facilities of the Hudson's Bay Oil & Gas Company Limited at Elspeth, Alta. near mileage 57.7 Brazeau Subd. C.N.R.
- R-25 September 26 — Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-26 September 26 — Approving Alternate Appendix "B" (1967) and Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Bon Conseil Inc.
- R-27 September 26 — Dismissing the application of the C.N.R. for authority to remove the station agent and the station building at St. Honore, P.Q. mileage 26.6 Temiscouata Subd.
- R-28 September 26 — Authorizing the removal of the speed limitation at the crossing of the 3rd Concession Road and the C.N.R. west of Belle River, Ont. mileage 92.29 Chatham Subd.
- R-29 September 26 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and six connecting companies.
- R-30 September 26 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-31 September 26 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-32 September 26 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Avenue St. Sacrament, Quebec City, P.Q. mileage 156.92 Quebec Subd.

- R-33 September 26 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Canal Road in Welland, Ont. mileage 18.15 Cayuga Subd.
- *R-34 September 26 — Authorizing the C.N.R. to publish a rate of \$13.86 per ton of 2,000 pounds on Molybdenite Concentrates, carloads, minimum weight 140,000 pounds, from Eganville, Ont. to Cadillac, P.Q. subject to a released valuation of \$100.00 per ton. (See page 656, 57 R.T.C.).
- R-35 September 26 — Authorizing the Ontario Department of Highways to widen Highway No. 30 where it crosses the C.P.R. in Havelock, Ont. at mileage 94.13 Havelock Subd. and requiring the Railway to relocate and revise the existing automatic protection at the said crossing.
- R-36 September 26 — Amending Order No. 120671 which authorized the County of Wheatland No. 16, Alta. to reconstruct the county road where it crosses the C.P.R. between the SE1/4-20 and the SW1/4-21-22-25-W4M, mileage 141.2 Brooks Subd.
- R-37 September 27 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Halton County Road No. 9, Township of Nassagaweya, Ont. at mileage 38.58 Galt Subd.
- R-38 September 27 — Authorizing the Township of Wainfleet, Ont. to reconstruct Philips Road where it crosses the C.N.R. between Lots 3 and 4, Concession 5, County of Welland, mileage 20.48 Cayuga Subd.
- R-39 September 27 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 22 at Lennoxville, P.Q. mileage 42.11 Sherbrooke Subd.
- R-40 September 27 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and the West access road in Lamont, Alta. mileage 92.79 Vegreville Subd., and imposing a speed restriction of twenty-five miles per hour until the protection has been placed in operation.
- R-41 September 27 — Authorizing the City of Calgary, Alta. to widen 82nd Avenue S.E. where it crosses the C.P.R. mileage 169.88 Brooks Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-42 September 27 — Authorizing the Township of North Fredericksburgh, Ont. to reconstruct the Township Road where it crosses the C.N.R. in Lot 26, Concession 4, County of Lennox and Addington, at mileage 193.68 Kingston Subd.

- R-43 September 27 - Authorizing the C.P.R. to close the crossing of its railway and Leamy Road, City of Hull, P.Q. mileage 116.9 Lachute Subd.
- R-44 September 27 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Dundas Street, Town of Whitby, Ont. mileage 1.79 Whitby Town Spur to another crossing at Dowty Road, Town of Ajax, Ont. mileage 0.49 Rowe Brothers Lead, off mileage 0.27 Ajax Industrial Lead, which junctions with the Kingston Subd. at mileage 310.29.
- R-45 September 27 - Amending Order No. 120001 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 15 in Contour, Man. mileage 205.93 Redditt Subd.
- R-46 September 27 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Regent Street Sudbury, Ont. mileage 0.82 Nickel Subd.
- R-47 September 27 - Declaring the level crossing of the C.N.R. and the highway connecting the Towns of Gallants and Spruce Brook Nfld. at mileage 434.9 Port aux Basques Subd. a public crossing, authorizing the Newfoundland Department of Highways to realign and reconstruct the said crossing and requiring the Railways to install automatic protection at the said crossing.
- R-48 September 27 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Symington Avenue, City of Toronto, Ont. mileage 5.4 North Toronto Subd., Toronto Terminals Division.
- R-49 September 27 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Penetangore Road in Kincardine, Ont. mileage 57.02 Kincardine Subd. and requiring the Railways to relocate the existing reflectorized signs from the said crossing to another crossing at mileage 0.33 Falstaff Street Spur, which junctions with the Newton Subdivision at mileage 0.33.
- R-50 September 27 - Amending Order No. 124240 which authorized the removal of the speed limitation at the crossing of the Township Road and the C.P.R. near Blairton, Ont. mileage 89.75 Havelock Subd.
- R-51 September 27 - Approving the location of the proposed additional 1,000 Imperial gallon horizontal storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Richmond, Sask. near mileage 57.21 Burstall Subd. C.P.R.

- R-52 September 27 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Cadieux Blvd., City of Beauharnois, P.Q. mileage 5.39 Beauharnois Spur.
- R-53 September 27 — Authorizing the Township of Tyendinaga, Ont. to construct and improve the Township Road across the C.P.R. in Lot 26, Concession 3, County of Hastings, at mileage 78.20 Belleville Subd., and upon completion requiring the Railway to close the existing crossing at mileage 78.22 Belleville Subd.
- R-54 September 27 — Approving the location of the flammable liquid bulk storage and transfer facilities of the British American Oil Company Limited at Somerset, Man. near mileage 78.90 Carman Subd. and revoking the authority conferred by Orders No. 96677 and No. 56574. C.N.R.
- R-55 September 27 — Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities, together with a new garage and office building of Shell Canada Limited at Gillam, Man. near mileage 326.1 Thicket Subd. C.N.R.
- R-56 September 27 — Authorizing the City of Belleville, Ont. to construct an overhead bridge to carry the Bay Bridge Road (Highway No. 14) across and over the C.P.R. at Belleville, Ont. mileage 92.68 Belleville Subd. eliminating an existing level crossing at mileage 92.54.
- R-57 September 27 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing north of the station at Sifton, Man. mileage 13.36 Cowan Subd.
- *R-58 September 28 — Authorizing the C.N.R. to abandon that portion of their Fonthill Subd. between mileage 3.93 and mileage 5.17 within the Town of Thorold, Ont. (See page 657, 57 R.T.C.)
- R-59 September 28 — Amending Order No. 120833 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 331 at Newton, Man. mileage 45.94 Rivers Subd.
- R-60 September 28 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway near Fenton, Sask. mileage 147.03 Tisdale Subd.
- R-61 September 28 — Approving the Alternate Appendix "B" (1967) to Traffic Agreement between the Bell Telephone Company of Canada and Le Telephone de St-Evariste Inc.

- R-62 September 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway 1.32 miles east of Caledonia, Ont. mileage 15.68 Hagersville Subd.
- R-63 September 28 - Approving changes in the automatic protection at the crossing of the Toronto, Hamilton and Buffalo Railway Company and the first road east of the station at Fenwick, Ont. mileage 6.43 Welland Subd.
- R-64 September 28 - Authorizing the Township of North Fredericksburgh Ont. to reconstruct and improve the Township Road where it crosses the C.N.R. between the Townships of North Fredericksburgh and Ernestown, County of Lennox and Addington, Ont. at mileage 193.28 Kingston Subd.
- R-65 September 28 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway in Churchbridge, Sask. mileage 111.1 Brendenbury Subd.
- R-66 September 28 - Authorizing the Consumers' Gas Company to construct a 4-inch high pressure steel main under the siding of the C.N.R. on Hanna Avenue, north of Liberty Street, Toronto, Ont.
- R-67 September 29 - Authorizing the County of Hastings, Ont. to reconstruct County Road No. 9 where it crosses the C.N.R. in Lot 10, Concession 9, Township of Huntingdon.
- R-68 September 29 - Approving the changes in the automatic protection at the crossing of the C.P.R. and Victoria Street in Rosser, Man. mileage 6.95 Carberry Subd.
- R-69 September 29 - Amending Order No. 115851 which authorized the County of Frontenac, Ont. to reconstruct, improve and relocate the subway carrying the Harrowsmith-Sydenham Road (County Road No. 5P) across and under the C.N.R. Township of Portland, at mileage 83.62 Smiths Falls Subd.
- R-70 September 29 - Authorizing the C.N.R. to operate their engines, cars and trains on the siding, serving John T. Hepburn Company Limited which crosses Torbram Road (formerly known as 5th Line Road East), in Malton, Ont. opposite mileage 16.17 Weston Subd., off mileage 16.09.
- R-71 September 29 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Jackson Street, City of Hamilton, Ont. mileage 0.99 Hagersville Subd.

- R-72 September 29 – Requiring the C.N.R. to make changes to the protection at the crossing of their railway and 24th Street, City of Saskatoon, Sask. mileage 1.91 North Industrial Lead, off mileage 5.67 Warman Subd. formerly mileage 3.7 Saskatoon Terminals Subd.
- R-73 September 29 – Authorizing the R.M. of Excelsior No. 166, Sask. to widen the grid road where it crosses the C.P.R. east of Section 11, Township 17, Range 10, West 3rd Meridian, Sask. at mileage 83.97 Swift Current Subd.
- R-74 September 29 – Amending Order No. 123780 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Savanne Road in Notre-Dame de Bonsecours, P.Q. mileage 41.86 Granby Subd.
- R-75 September 29 – Authorizing the C.P.R. to remove the caretaker at Carmichael, Sask. mileage 43.3 Maple Creek Subd.
- R-76 September 29 – Authorizing the Village of Glencoe, Ont. to reconstruct Main Street (Highway No. 80) where it crosses the C.N.R., County of Middlesex, mileage 27.59 Chatham Subd. and requiring the Railways to relocate the automatic protection at the said crossing.
- R-77 September 29 – Approving the changes in the automatic protection at the crossing of the Dominion Atlantic Railway Company and Highway No. 1 west of Annapolis Royal, N.S. (C.P.R.)
- R-78 September 29 – Authorizing the Saint John Harbour Bridge Authority to construct overhead bridges to carry the north approach, Ramp A and Ramp B to the Saint John Harbour Bridge across and over the C.P.R., City of Saint John, N.B. in the vicinity of mileage 0.49 McAdam Subd.
- R-79 September 29 – Extending the time within which the improvements to the protection at the crossing of the C.N.R. and King William Street, City of Hamilton, Ont. mileage 0.78 Hagersville Subd. shall be installed.
- R-80 September 29 – Extending the time within which the improvements to the protection at the crossing of the C.N.R. and Hunter Street, City of Hamilton, Ont. mileage 1.05 Hagersville Subd. shall be installed.
- R-81 September 29 – Authorizing the New Brunswick Department of Public Works to construct the Woodstock-Grafton Bridge to carry the highway across and over the C.P.R., Town of Woodstock, N.B. at mileage 52.81 Shogomoc Subd. eliminating an existing

crossing at King Street mileage 51.62 and requiring the Railway to close the existing crossing and to remove the protection therefrom.

- R-82 September 29 – Authorizing The Bell Telephone Company of Canada, Hydro-Quebec, and the Quebec Natural Gas Corporation to remove or relocate their facilities to permit the construction of the overhead bridge to carry Rockland Road across and over the C.P.R. in the City of Outremont, and the Town of Mount Royal, P.Q. mileage 49.40 Adirondack Subd. and mileage 0.45 Outremont Subd.
- R-83 September 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and First Street in Belle River, Ont. mileage 90.23 Chatham Subd., London Area.
- R-84 September 29 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and the highway at mileage 171.74 Monk Subd., P.Q. to another crossing at mileage 0.21 St. Stanislas Subd., P.Q.
- R-85 September 29 – Authorizing the removal of the speed restriction of twenty miles an hour imposed on engines and trains of the C.N.R. between Cadorna and Allenby, P.Q. on the Bridge Subd.
- R-86 September 29 – Authorizing the City of Saint-Laurent, P.Q. to construct Stinson Street across the C.N.R.'s Bock and Tetreau Industrial Spur at mileage 0.17, off mileage 141.99 Joliette Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-87 September 29 – Authorizing the Quebec Department of Roads to construct the highway across the C.P.R. in the Municipality of L'Acadie, County of St. Jean, P.Q. at mileage 22.8 Adirondack Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-88 September 29 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Glover Road in Fort Langley, B.C. mileage 102.98 Yale Subd.
- R-89 September 29 – Authorizing the C.P.R. to remove the caretaker at Leslie, Sask. mileage 91.9 Wynyard Subd.
- R-90 September 29 – Amending Order No. 124907 which authorized the Quebec Department of Roads to realign and widen Montee Ile Cadieux where it crosses the C.P.R., Town of Vaudreuil, P.Q. mileage 3.20 M. & O. Subd.

- R-91 September 29 — Authorizing the City of Regina, Sask. to widen Broad Street where it crosses the C.N.R., at mileage 93.03 Qu'Appelle Subd. and requiring the Railways to relocate and revise the existing protection at the said crossing.
- R-92 September 29 — Authorizing the Department of Indian Affairs and Northern Development to construct the highway across the C.P.R. in Nipissing Indian Reserve No. 10, District of Nipissing, Ont. mileage 2.49 Cartier Subd. and requiring the Railway to close the existing crossing at mileage 3.25.
- R-93 September 29 — Authorizing the C.N.R. to make changes to the signals of their Eastern Junction interlocking P.Q. mileage 5.30 Mount Royal Subd. P.Q.
- R-94 September 29 — Authorizing the Saskatchewan Department of Highways and Transportation to construct the Municipal Road across the C.N.R. in the NE 1/4-27-42-3-W3M, R.M. of Rosthern No. 403, Sask. at mileage 25.63 Duck Lake Subd. and requiring the Railways to close the existing crossing at mileage 25.70.
- R-95 September 29 — Approving the changes in the automatic protection at the crossing of the C.P.R. and the highway being the first crossing south of the station at St. Janvier, P.Q. mileage 7.22 Ste. Agathe Subd.
- R-96 September 29 — Approving toll in Supplement 19 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-97 September 29 — Approving tolls to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-98 September 29 — Approving tolls in Supplement No. 27 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-99 September 29 — Approving toll in Supplement No. 11 to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- R-100 September 29 — Approving toll to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-101 September 29 — Approving the toll to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-102 September 29 — Approving tolls in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 112849 and 122831.

- R-103 September 29 - Approving tolls to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 103024.
- R-104 September 29 - Approving tolls in Supplement No. 60 to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A. and rescinding authority of Orders No. 105003, 106179 and 109005.
- R-105 September 29 - Approving tolls in Supplement No. 97 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 120690.
- R-106 September 29 - Approving tolls to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 103106.
- R-107 September 29 - Authorizing the City of Saskatoon, Sask. to reconstruct and improve the subway carrying Idylwyld Drive North across and under the C.N.R. at mileage 4.6 Warman Subd. and authorizing the Railways to construct a temporary deviation of their track.
- R-108 October 2 - Amending Order No. 124632 which authorized the City of Red Deer, Alta. to construct a subway to carry 67th Street across and under the C.P.R. between the NE1/4 of Section 19 and the SE1/4-30-38-27-W4M, at mileage 3.34 Leduc Subd.
- R-109 October 2 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Main Street in the City of Hamilton, Ont. mileage 0.93 Hagersville Subd.
- R-110 October 2 - Amending Order No. 120915 which authorized the Township of Armour, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Concessions 2 and 3, District of Parry Sound, at mileage 166.97 Newmarket Subd.
- R-111 October 2 - Authorizing the City of Calgary, Alta. to widen and improve Ninth Avenue S.W., where it crosses the tracks of the C.P.R. serving the T. Eaton Company Ltd. warehouse and the Hudson Bay Company warehouse.
- R-112 October 2 - Amending Order No. 123347 which authorized the Town of Fergus, Ont. to reconstruct and improve the subway carrying Gzowski Street across and under the C.P.R. County of Wellington, at mileage 25.91 Elora Subd.

- R-113 October 2 - Authorizing the C.N.R. to remove the station agent at Iona, N.S. mileage 57.5 Sydney Subd. provided a resident caretaker is appointed and to replace the station building with a suitable shelter.
- R-114 October 3 - Amending Order No. 125105 which authorized the C.N.R. to install protection at the crossing of their railway and Egerton Street in the City of London, Ont. at mileage 0.20 Racecourse Yard track off mileage 76.62 Dundas Subd.
- R-115 October 3 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and six connecting companies.
- R-116 October 3 - Authorizing the Village of Pickering, Ont. to construct Orchard Road across the C.N.R.'s Pickering Town Spur which commences at mileage 311.50 Kingston Subd., Township of Pickering.
- R-117 October 3 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Rebecca Street, City of Hamilton, Ont. mileage 0.72 Hagersville Subd.
- R-118 October 3 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and King Street in the City of Hamilton, Ont. mileage 0.86 Hagersville Subd.
- R-119 October 3 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Wilson Street, City of Hamilton, Ont. mileage 0.68 Hagersville Subd.
- R-120 October 3 - Authorizing the C.P.R. to remove the station agent at Tilston, Man. mileage 28.8 Alida Subd. provided a resident caretaker is appointed.
- R-121 October 3 - Amending Order No. 119201 which authorized the County of Hastings, Ont. to realign County Road No. 15 where it crosses the C.P.R. Township of Tyendinaga, mileage 76.69 Belleville Subd. and authorized automatic protection at the said crossing.
- R-122 October 3 - Authorizing the C.P.R. to make changes to the signals between mileage 38.4 and mileage 48.0 on the Galt Subd. Ont.
- R-123 October 3 - Authorizing the C.P.R. to make changes to the signals between mileage 1.0 and mileage 14.0 on the Galt Subd. Ont.

- R-124 October 3 - Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway at mileage 91.61 Belleville Subd. and the adjacent siding tracks of the C.N.R., and Newberry Street, City of Belleville, Ont.
- R-125 October 3 - Authorizing the Highways Department of Manitoba to reconstruct Provincial Trunk Highway No. 12-59 where it crosses the C.N.R. between the SW1/4 of Section 11 and the SE1/4-10-17-7-W.P.M. in the unorganized territory of Lac du Bonnet, Man. and requiring the Railways to relocate the existing automatic protection at the said crossing.
- R-126 October 3 - Authorizing the C.N.R. to reconstruct the bridge over the Rouge River at mileage 49.6 Uxbridge Subd. Ont. and authorizing the Railways to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-127 October 3 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Barton Street, City of Hamilton, Ont. mileage 0.29 Hagersville Subd.
- R-128 October 3 - Extending the time within which the C.N.R. are required to improve the protection at the crossing of the C.N.R. and Kelley Street, City of Hamilton, Ont. mileage 0.62 Hagersville Subd.
- R-129 October 3 - Authorizing the C.P.R. to remove the station agent at Fosston, Sask. mileage 47.1 Tisdale Subd. provided a resident caretaker is appointed.
- R-130 October 3 - Approving the location of the proposed 1,000 Imperial gallon horizontal storage tank and transfer facilities of Shell Canada Limited at Melita, Man. near mileage 58.85 Estevan Subd. C.P.R.
- R-131 October 3 - Exempting the C.P.R. from publication of notice in newspapers concerning an agreement between its Company and the Manitoba and North Western Railway Company of Canada.
- R-132 October 3 - Exempting the C.P.R. from publication of notice in newspapers concerning an agreement between its Company and The Montreal and Atlantic Railway Company.
- R-133 October 3 - Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Clotilde, Beauce.

- R-134 October 3 - Approving the location of the proposed 30,000 Imperial gallon flammable liquid vertical storage tank and transfer facilities of The British American Oil Company Limited at Prince Rupert, B.C. near mileage 0.60 Seal Cove Branch. C.N.R.
- R-135 October 3 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at Piedmont, P.Q. mileage 26.17 Ste. Agathe Subd.
- R-136 October 3 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and seven connecting companies.
- R-137 October 3 - Approving Plan of the C.N.R. showing proposed deviation of their Sorel Subd. 7.68 miles in length between mileage 64.22 St. Hyacinthe Subd. and mileage 6.02 Sorel Subd. in the Town of St. Bruno-de-Montarville, Town of St. Hubert, Town of Boucherville, and the City of Jacques Cartier, P.Q. authorizing the construction of a main track of the relocated Sorel Subd. across a number of public roads and authorizing the construction of a bridge across the Grand Canal in the Town of St. Bruno de Montarville at mileage 0.34.
- R-138 October 5 - Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and the highway at mileage 14.21 Swift Current Subd. Sask. to another crossing at mileage 65.71 Shaunavon Subd. Sask.
- R-139 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Napinka Subd. between mileage 94.1 and mileage 95.3 Man.
- R-140 October 5 - Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Shoemaker Avenue across and over their right of way and track, City of Kitchener, Ont. at mileage 1.95 Galt Branch, Waterloo Subd.
- R-141 October 5 - Amending Order No. 120907 which authorized the Algoma Central Railway to install automatic protection at the crossing of its railway and the Township Road in Lot 8, Concession 6, Village of Searchmont, Ont. mileage 31.42 Soo Subd.
- R-142 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences on the west side of its Lanigan Subd. between mileage 70.66 and mileage 72.17, Sask.
- R-143 October 5 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Lorne Avenue in the District of Maple Ridge, B.C. mileage 105.32 Cascade Subd.

- R-144 October 5 - Authorizing the Ontario Department of Highways to construct a subway to carry the Kitchener-Waterloo Expressway (Dryden Boulevard) across and under the C.N.R., City of Kitchener, Ont. mileage 61.44 Guelph Subd. replacing the existing overhead bridge carrying River Road over the Railways at mileage 61.11; authorizing the Railways to construct a temporary deviation of their Railway during construction and to close River Road crossing upon completion of the subway and authorizing the Department of Highways to remove the existing overhead bridge.
- R-145 October 5 - Authorizing the Ontario Department of Lands and Forests to construct a highway across the C.N.R. in the vicinity of Auden, District of Thunder Bay, Ont. at mileage 185.88 Caramat Subd.
- R-146 October 5 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Elgin Street across and over its track, Town of Bowmanville, Ont. mileage 163.99 Belleville Subd.
- R-147 October 5 - Authorizing the C.N.R. to operate their engines, cars and trains over the temporary bridge supporting the eastward main track of their Grimsby Subd., City of Niagara Falls, Ont.
- R-148 October 5 - Extending the time within which the N.Y.C. is required to install automatic protection at the crossing of its railway and Ingersoll Road in Brownsville, County of Oxford, Ont. at mileage 96.56 N.F. Main Line Subd.
- R-149 October 5 - Authorizing the Alberta Department of Highways to reconstruct the Contingency Road where it crosses the Northern Alberta Railways Company between the NE 1/4-36-58-27-W4M and the SW 1/4-5-59-26-W4M, M.D. of Westlock No. 92, Alta. mileage 44.74 Edmonton Subd.
- R-150 October 5 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway near Stephenville, Nfld. mileage 449.12 Port aux Basques Subd.
- R-151 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Glenboro Subd. between mileage 63.0 and mileage 64.1, Man.
- R-152 October 5 - Authorizing the N.Y.C. to install automatic protection, in lieu of the existing protection, at the crossing of its railway and Town Line Road, Town of Essex, Ont. mileage 209.94 Main Line Subd.

- R-153 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Lyleton Subd. between mileage 35.3 and mileage 35.8, Man.
- R-154 October 5 - Authorizing the London Suburban Roads Commission to construct an overhead bridge to carry Suburban Road No. 14 across and over the C.N.R. in Lot 22, Concession 2, Township of Caradoc, County of Middlesex, Ont. at mileage 3.32 Longwood Subd. and requiring the Railways to close the crossing of the former Suburban Road No. 14 at mileage 3.42 Longwood Subd.
- R-155 October 5 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Castlefield Avenue in Toronto, Ont. mileage 6.9 Newmarket Subd.
- R-156 October 5 - Rescinding authority of Order No. 122594 and approving the crossing at grade of Fairall Street and the C.N.R. siding serving Dupont Company of Canada Limited, Town of Ajax, Ont.
- R-157 October 5 - Extending the time within which the N.Y.C. is required to install automatic protection at the crossing of its railway and McLeod Road, City of Niagara Falls, Ont; mileage 3.16 Montrose Branch.
- R-158 October 5 - Extending the time within which the N.Y.C. is required to install automatic protection at the crossing of its railway and Kent County Road No. 15, between the Townships of Harwich and Howard, Ont. mileage 162.24, N.F. Main Line Subd.
- R-159 October 5 - Authorizing the Township of Bayham, Ont. to reconstruct and improve the overhead bridge carrying the Township Road across and over the C.P.R. between Concessions 1 and 2 in Lot 13, at mileage 32.35 Port Burwell Subd.
- R-160 October 5 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Highway No. 10 across and over its right of way and track in the NE1/4-3-18-17-W2M, near Balgonie, Sask. at mileage 77.66 Indian Head Subd.
- R-161 October 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Baseline Road in the Township of Darlington, Ont. mileage 168.22 Belleville Subd.
- R-162 October 5 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in Ops Township, Ont. mileage 83.81 Campbellford Subd.

- R-163 October 5 - Revoking the authority of Order No. 84622 which approved the location of the flammable liquid bulk storage facilities of Sterling Fuels at Windsor, Ont. near the tracks of the N.Y.C.
- R-164 October 5 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. 1760 feet east of the station at Sacre Coeur, P.Q. mileage 127.6 Mont Joli Subd.
- R-165 October 5 - Approving Revised Appendix "A" (page 3) to Traffic Agreement between The Bell Telephone Company of Canada and Quebec Telephone (Division de l'Ouest).
- R-166 October 5 - Authorizing the removal of the speed limitation at the crossing of the Napierville Junction Railway Company and Little Hill Road, St. Mathieu, P.Q. mileage 23.07 Napierville Junction Railway.
- R-167 October 5 - Authorizing the C.P.R. and the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Eastern Avenue across and over their respective tracks in the City of Toronto, Ont.
- R-168 October 5 - Amending Order No. 124923 which authorized the Township of Westmeath to reconstruct the Township Road where it crosses the C.N.R. between Concessions 1 and 2, Lot 16, County of Renfrew, Ont. at mileage 76.72 Beachburg Subd.
- R-169 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences on the west side of its Kelfield Subd. between mileage 3.4 and mileage 4.4, Sask.
- R-170 October 5 - Authorizing the Southwest Potash Corporation to work the mines or minerals and relative works, under or within forty yards adjacent to the right of way of the C.P.R. in the SW 1/4-20-23-1-W2M to the E 1/4-18-22-32-WPM, Sask. between mileage 111.48 and mileage 118.6 Bredenbury Subd. and between mileage 0.0 and mileage 4.7 Wynyard Subd.
- R-171 October 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the highway in the Municipality of the Township of Wright, Gatineau County, P.Q. at mileage 51.50 Maniwaki Subd.
- R-172 October 5 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying a road linking the Trans-Canada Highway to Champlain Bridge, City of Montreal, P.Q. at mileage 3.84 South Bank Branch.

- R-173 October 2 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Shaunavon Subd., Sask.
- R-174 October 5 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the highway in the Parish of St. Isidore, P.Q. at mileage 68.47 Massena Subd.
- R-175 October 5 - Declaring the crossing of the C.N.R. and the highway between Lots 18 and 19, Concession 6, Township of Devitt, District of Cochrane, Ont. at mileage 116.80 Kapuskasing Subd. a public crossing and assessing the cost of maintenance on the Devitt Statute Labour Board.
- R-176 October 5 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Little Harbour Road in New Glasgow, N.S. mileage 44.55 Hopewell Subd.
- R-177 October 5 - Authorizing the Township of East Flamboro, Ont. to improve the vision where the Township Road crosses the C.P.R. between Concessions 5 and 6, at mileage 7.63 Goderich Subd.
- R-178 October 5 - Declaring the crossing of the C.P.R.'s north wye track and Stevenson Road in the City of Oshawa, Ont. a public crossing; approving the connection of the north wye track with the trackage of General Motors Corp.; authorizing the Railway to operate its cars and trains on the trackage across Stevenson Road; to install automatic protection at the crossing; to construct the south wye track at grade across Stevenson Road; to connect the south wye track with the trackage of General Motors Corp. and to install automatic protection at the said crossing.
- R-179 October 5 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bulyea Subd., Sask.
- R-180 October 6 - Approving tolls to tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-181 October 6 - Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their track across and over St. Clair Avenue East, Township of Scarborough, Ont. at mileage 1.4 Geco Spur.
- R-182 October 6 - Amending Order No. 118277 which authorized the Township of Blenheim, Ont. to reconstruct and improve the overhead bridge carrying the township road across and over the C.N.R. in Lot 4, Concession 1, County of Oxford at mileage 34.53 Dundas Subd.

- R-183 October 6 - Approving tolls to tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders No. 123651 and 124859.
- R-184 October 6 - Approving tolls to tariff filed by the D.A.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 123579.
- R-185 October 6 - Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Hammond Road, District of Maple Ridge, B.C. mileage 106.11 Cascade Subd.
- R-186 October 6 - Approving the clearances on the siding serving Newsprint Specialty Corporation Limited which commences at mileage 80.99 Trois Rivières Subd., City of Trois-Rivières, County of St. Maurice P.Q. provided that signs indicating less than standard clearances are erected.
- R-187 October 6 - Authorizing the Township of Waterloo, Ont. to widen Township Road No. 39 where it crosses the C.N.R. at mileage 66.66 Guelph Subd., requiring the Railways to install automatic protection at the said crossing and to relocate the existing reflectorized crossing signs to another crossing at mileage 0.97 Waterloo Subd. Elmira Branch, Ont.
- R-188 October 6 - Amending Order No. 115644 which authorized the Department of Public Works of Manitoba to construct P.T.H. No. 6 across the C.N.R. in Lot 10, Oak Point Settlement, R.M. of St. Laurent, Man. at mileage 59.69 Oak Point Subd.
- R-189 October 6 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at mileage 22.57 Sutherland Subd. Sask.
- R-190 October 10 - Rescinding authority of Order No. 112162 and authorizing the City of Estevan, Sask. to construct a subway to carry Souris Avenue across and under the C.P.R., at mileage 138.42 Portal Subd., requiring the Railway to close the existing crossing at 13th Avenue mileage 137.40.
- R-191 October 10 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and the highway at mileage 108.67 Alderdale Subd. Ont. to another crossing at mileage 51.79 Meaford Subd. Ont.
- R-192 October 10 - Authorizing the removal of the speed limitation at the crossing of the highway and the C.N.R. in Redditt, Ont. mileage 122.9 Redditt Subd.

- R-193 October 10 — Exempting the C.N.R. from the application of Clause 53(1) of General Order No. E-14 provided no engines or trains clear the main track at the siding at mileage 80.05 Monk Subd. P.Q.
- R-194 October 10 — Approving changes in the automatic protection at the crossing of the C.N.R. and 6th Avenue in Montreal, P.Q. mileage 134.39 Joliette Subd.
- R-195 October 10 — Authorizing the Township of Glanford, Ont. to reconstruct the Town Line Road where it crosses the C.N.R. between the Township of Glanford, County of Wentworth and the Township of Seneca, County of Haldimand, Ont. at mileage 14.0 Hagersville Subd. and to improve the vision at the said crossing.
- R-196 October 10 — Amending Order No. 113900 which authorized the City of Oshawa, Ont. to reconstruct the overhead bridge carrying Harmony Road across and over the C.P.R. at mileage 172.49 Belleville Subd. (formerly mileage 70.01 Oshawa Subd.)
- R-197 October 10 — Rescinding authority of Order No. 124179 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Station Street, City of Belleville, Ont. mileage 219.48 Kingston Subd.
- R-198 October 10 — Approving changes in the automatic protection at the crossing of the C.N.R. and Petite Societe Road north of Chauvigny, P.Q. mileage 106.94 Jonquiere Subd.
- R-199 October 10 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone St-Pie de Guire.
- R-200 October 10 — Approving the location of the proposed additional flammable liquid bulk storage tanks and existing tank truck transfer facilities of Imperial Oil Limited at Lac La Biche, Alta. near mileage 113.0 Lac La Biche Subd. Northern Alberta Railways Company.
- R-201 October 10 — Amending Order No. 125191 which authorized Metropolitan Corporation of Greater Winnipeg to construct dual overhead bridges to carry Provincial Trunk Highway No. 59 (Metro Route No. 20) across and over the C.N.R. at mileage 249.04 Redditt Subd., Man.
- R-202 October 10 — Approving Traffic Agreement Appendix "A" and Alternate Appendix "B" (1967) between The Bell Telephone Company of Canada and La Compagnie de Telephone St-Jacques le Majeur.

- R-203 October 10 - Exempting the C.P.R. from erecting and maintaining right of way fences on the west side of its Tisdale Subd. between mileage 34.22 and mileage 34.65, Sask.
- R-204 October 10 - Approving for a temporary period (December 31, 1967) and under special provisions, the transfer of liquefied petroleum gas between rail mounted tank car, flat car and wayside switch heater storage tanks of C.N.R. at various locations on their Mountain Region.
- R-205 October 10 - Authorizing the N.Y.C. to install automatic protection, in lieu of the existing protection, at the crossing of its railway and Mull Side Road (Kent County Road No. 38) in Mull, Ont. mileage 164.53 N.F. Main Line Subd.
- R-206 October 10 - Authorizing the City of Stratford, Ont. to construct a subway to carry Romeo Street under the tracks of the C.N.R. at mileage 87.95 Guelph Subd. and mileage 30.75 Drumbo Subd. eliminating an existing level crossing; authorizing the Railways to construct a temporary deviation of their line and authorizing the City to construct two temporary crossings at grade by diverting Romeo Street across the tracks of the Railways at two locations.
- R-207 October 10 - Authorizing the C.N.R. to construct a private siding to serve Imperial Oil Limited across 39th Street City of Camrose, Alta. opposite mileage 0.34 of the Mohler Industrial Lead track which commences on Track No. 6 opposite mileage 48.46 Camrose Subd.
- R-208 October 10 - Approving the location of the proposed additional 12' x 12' office building of Imperial Oil Limited at Turin, Alta. near mileage 26.3 Turin Subd. C.P.R.
- R-209 October 10 - Approving the proposed additional pumping and transfer facilities of Standard Oil Company of British Columbia Limited at Vanderhoof, B.C. mileage 69.4 Nechako Subd. C.N.R.
- R-210 October 10 - Authorizing the County of Essex, Ont. to improve the approach grades where Belle River Road crosses the N.Y.C. at South Woodslee, at mileage 204.82 Main Line Subd.
- R-211 October 10 - Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone St-Rosaire Limitee.
- R-212 October 10 - Declaring the crossing of First Street West and the right of way and tracks of the C.P.R. in the NW1/4-16-23-24-W4M,

Village of Namaka, County of Wheatland No. 16, Alta. at mileage 12.93, Strathmore Subd. to be a public crossing; authorizing the County to widen the approaches and the crossing surface at the said crossing.

- R-213 October 10 – Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of its Brocket Southerly Branch between mileage 7.0 and mileage 7.7 Alta.
- R-214 October 10 – Amending Order No. 124906 which authorized the Township of Westmeath, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Concessions 2 and 3, Lot 13, County of Renfrew, at mileage 75.55 Beachburg Subd.
- R-215 October 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Central Avenue, Town of South Canora, Sask. mileage 53.72 Yorkton Subd.
- R-216 October 10 – Approving changes in the automatic protection at the crossing of the C.N.R. and Cobequid Road in Windsor Junction, N.S. mileage 15.09 Bedford Subd.
- R-217 October 10 – Exempting the C.N.R. from the application of Clause 53(1) of General Order No. E-14 provided no engine or train clears the main track of the siding at mileage 177.74 Napadogan Subd. N.B.
- R-218 October 10 – Extending the time within which the C.P.R. is required to install the automatic protection at the crossing of its railway and Montpellier Road, Town of Chelmsford, Ont. mileage 91.64 Cartier Subd.
- R-219 October 10 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Main Street in the Town of Chelmsford, Ont. mileage 90.94 Cartier Subd.
- R-220 October 11 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of its railway and Town Line Road between the Townships of Essa and Innisfil, Ont. mileage 3.00 Meaford Subd.
- R-221 October 11 – Authorizing the C.P.R. to add short arm gates to the automatic protection now in service at the crossing of its railway and Regent Street in the City of Sudbury, Ont. mileage 80.15 Cartier Subd.
- R-222 October 11 – Authorizing the City of Prince Albert, Sask. to construct 15th Avenue East across the C.N.R. at mileage 159.22 Tisdale Subd. and to provide clear sight lines at the crossing.

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- R-223 October 11 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway in Portage la Prairie, Man. mileage 58.4 Carberry Subd.
- R-224 October 11 — Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its La Riviere Subd. between mileage 103.6 and mileage 104.5, Man.
- R-225 October 11 — Authorizing the C.P.R. to construct a second track across the Township Road, Lot 22, Concession 1, Township of Chatham, County of Kent, Ont. at mileage 55.64 Windsor Subd.
- R-226 October 11 — Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and the highway between Lots 12 and 13, Concession 15, Township of Orillia, Ont. mileage 100.66 Newmarket Subd.
- R-227 October 11 — Authorizing the Alberta Department of Highways to widen and improve the east-west road where it crosses the C.P.R. 1.3 miles north of Hobbema, Alta. mileage 47.89 Leduc Subd.
- R-228 October 11 — Revoking the authority of Order No. 77953 to locate the flammable liquid bulk storage facilities of Imperial Oil Ltd., at Kinsella, Alta. C.N.R.
- R-229 October 11 — Authorizing the Township of Somerville, Ont. to widen and improve the Township Road where it crosses the C.N.R. between Concessions 6 and 7 in Lot 12, County of Victoria, Ont. at mileage 25.30 Haliburton Subd.
- R-230 October 11 — Authorizing the C.N.R. to construct an additional track across the road allowance between Lot 40, Section 32 and Lot 41, Section 31, at Barwick, Municipality of Chapple, District of Rainy River, Ont. mileage 115.10 Fort Frances Subd.
- R-231 October 11 — Authorizing the Township of Wainfleet, Ont. to reconstruct the Town line Road where it crosses the N.Y.C. between the Township of Wainfleet and the Township of Moulton, Ont. at mileage N.F. 27.89 Main Line Subd. and to improve the sight lines at the said crossing.
- R-232 October 11 — Authorizing the C.P.R. to make improvement to the existing automatic protection at the crossing of its railway and Kiel Drive, City of Chatham, Ont. mileage 65.82 Windsor Subd.
- R-233 October 11 — Authorizing the removal of the speed limitation at the crossing of the Q.C.R. and St. Alphonse Street in Thetford Mines, P.Q. mileage 69.01 Quebec Subd.

- R-234 October 11 - Authorizing the Nova Scotia Department of Highways to construct Howard Avenue across the C.N.R. in the Municipality of the County of Halifax, N.S. at mileage 17.34 Dartmouth Subd.
- R-235 October 11 - Authorizing the R.M. of Rocanville No. 151, Sask. to construct the Municipal Road across the C.P.R. east of Section 4, Township 18, Range 32, West 1st Meridian, at mileage 64.22 Neudorf Subd. and requiring the Railway to close the existing crossing at mileage 64.1 Neudorf Subd.
- R-236 October 12 - Rescinding authority of Orders No. 39429, 76769, 77722 and 78515 and imposing 20 mph. speed restrictions on C.N.R. trains at crossings of their railway and St. Joseph, St. Zeherin and St. François Streets in the Town of La Tuque, P.Q. at mileages 122.28, 121.6 and 122.07 La Tuque Subd. respectively.
- R-237 October 12 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Sylvan Lake Trail, City of Red Deer, Alta. mileage 4.32 Leduc Subd.
- R-238 October 12 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway 1.2 miles east of Stoney Creek, Ont. mileage 36.4 Grimsby Subd.
- R-239 October 12 - Approving Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Warwick.
- R-240 October 12 - Approving the location of the proposed diesel fuel oil storage and transfer facilities of C.N.R. at Regina, Sask. and revoking the authority of Order No. 84306.
- R-241 October 12 - Approving the location of the proposed additional 3,000 Imperial gallon flammable liquid horizontal storage tank and the existing tank truck loading facilities of Imperial Oil Limited at Pangman, Sask. near mileage 37.4 Assiniboia Subd. C.P.R.
- R-242 October 12 - Authorizing the C.N.R. to remove the station agent and the station building and erect a shelter at Ste. Adelaide, P.Q. mileage 41.8 Chandler Subd.
- R-243 October 12 - Authorizing the C.N.R. to remove the caretaker and the shelter at Corner of the Beach, P.Q. mileage 75.2 Chandler Subd.
- R-244 October 12 - Dismissing the application of the C.N.R. for authority to remove the station agent at Meota, Sask. mileage 20.2 Turtleford Subd.

- R-245 October 12 - Dismissing the application of the C.P.R. for authority to remove the station agent and appoint a caretaker-express agent at Marsden, Sask. mileage 65.1 Lloydminster Subd.
- R-246 October 12 - Authorizing the C.N.R. to remove the station agent at Killaloe, Ont. provided a resident on-hand representative is appointed.
- R-247 October 12 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Alexander Street, City of Pierrefonds, County of Jacques Cartier, P.Q. mileage 3.52 Montfort Subd.
- R-248 October 12 - Dismissing the application of the C.N.R. for authority to remove the station agent and appoint a caretaker and to remove the station building and erect a shelter, Cape Cove, P.Q. mileage 62.3 Chandler Subd.
- R-249 October 12 - Dismissing the application of the C.N.R. for authority to remove the caretaker and the station building at St. Omer, P.Q. mileage 39.9 Cascapedia Subd.
- R-250 October 12 - Authorizing the C.N.R. to operate their engines, cars and trains over the private siding serving J.D.S. Investments Limited which commences at mileage 12.10 Newmarket Subd. and crosses at grade Flint Road, Borough of North York, Ont.
- R-251 October 12 - Approving the toll to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- R-252 October 12 - Approving the toll to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-253 October 12 - Amending Order No. 123712 which authorized the Quebec Department of Roads to improve St. Jean Road where it crosses the C.N.R. in the Municipality of St. Paul de Joliette, County of Joliette, P.Q. at mileage 104.59 Joliette Subd.
- R-254 October 13 - Authorizing the C.N.R. to make improvements to the automatic protection at the crossings of their railway and Kathleen Street and Melvin Avenue in Sudbury, Ont. mileages 5.69 and 5.44, Copper Cliff Section, Sudbury Terminal Subd.
- R-255 October 13 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and 13th Street, City of Brandon, Man. mileage 0.98 Cromer Subd. and requiring the Railways to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 4.27 Rhein Subd., Sask.

- R-256 October 13 — Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Fitton's Side Road at mileage 44.25 Midland Subd. and the C.P.R. at mileage 1.23 Port McNicoll Subd., Town of Orillia, Ont.
- R-257 October 13 — Approving the reflectorized crossing signs installed at the crossing of the C.P.R. and Watt Street, City of Winnipeg, Man. North Leg, Marconi Yard Wye, which commences at mileage 1.0 Lac du Bonnet Subd.
- R-258 October 13 — Authorizing the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and Route No. 116 in Harcourt, N.B. mileage 25.75 Newcastle Subd.
- R-259 October 13 — Approving the changes in the signals between mileages 4.0 and 10.0 Edmonton West Terminal Subd. and Edson Subd. Alta.
- R-260 October 13 — Dismissing application of the C.N.R. for authority to remove the station agent and the station building at St. Alexis, P.Q. mileage 18.1 Mont Joli Subd.
- R-261 October 13 — Authorizing the C.N.R. to remove the station agent and the station building at Cannington, Ont. mileage 8.2 Cannington Spur provided a resident on-hand representative is appointed.
- R-262 October 13 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of Maple Grove Road and their railway in the Township of Clinton, Ont. mileage 20.51 Grimsby Subd. to another crossing at mileage 1.01 N.S. & T. Spur, which commences at mileage 1.56 Welland Subd.
- R-263 October 13 — Amending Order No. 124905 which authorized the Township of Westmeath, Ont. to reconstruct the Township Road where it crosses the C.N.R. between Lots 15 and 16, Concession 2, County of Renfrew at mileage 76.60 Beachburg Subd.
- R-264 October 13 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 531 Town of Bonfield, Ont. mileage 97.78 North Bay Subd.
- R-265 October 13 — Dismissing the application of the C.N.R. for authority to close the station at Brussels, Ont. and directing the Railways to forthwith restore the services normally performed by the regular agent at Brussels.
- R-266 October 13 — Authorizing the Township of Onondaga, Ont. to widen the Old Onondaga Road where it crosses the C.N.R. at mileage

68.70 Dunnville Subd.; and requiring the Railways to install automatic protection at the said crossing.

- R-267 October 13 – Dismissing the application of the C.N.R. for authority to remove the caretaker and the station building at Limoges, Ont.
- R-268 October 13 – Amending Appendix "A" to Order No. 124575 which authorized the C.N.R. to install signboards or auxiliary signboards at various crossings of their railway in Canada.
- R-269 October 13 – Authorizing the Quebec Department of Roads to widen and reconstruct 23rd Avenue where it crosses the C.N.R. in the Cities of Lachine and St. Laurent, P.Q. at mileage 1.83 Cote de Liesse Spur., and requiring the Railways to relocate and revise the existing protection at the said crossing.
- R-270 October 13 – Authorizing the Quebec Department of Roads to widen and improve Range 14 Road where it crosses the C.N.R. in the Municipality of Grande Riviere West, County of Gaspé South, P.Q. mileage 52.66 Chandler Subd.
- R-271 October 13 – Authorizing the C.P.R. to widen Lake Street where it crosses its tracks in the City of Magog, P.Q. at mileage 86.82 Sherbrooke Subd.
- R-272 October 13 – Authorizing the Trans-Canada Pipe Lines Limited to construct a 36-inch high pressure natural gas pipe line across and under the Chesapeake and Ohio Railway Company in Lot 11, Front Concession, Township of Moore, County of Lambton, Ont. at mileage 58.81 No. 2 Subd.
- R-273 October 13 – Authorizing the Township of Somerville, Ont. to widen and improve the Township Road where it crosses the C.N.R. between Lots 12 and 13, Concession 6, County of Victoria, at mileage 24.80 Haliburton Subd.
- R-274 October 13 – Assessing the cost of maintenance of the crossing of the C.P.R. and P.T.H. No. 2 in the SE1/4-15-34-2-W4M near Altario, Alta. mileage 53.35 Coronation Subd. on the Railway and the Alberta Dept. of Highways.
- R-275 October 13 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Ste. Anne's Front Range Road in St. Cajetan D'Armagh, P.Q. mileage 164.72 Monk Subd.
- R-276 October 16 – Authorizing the Ontario Department of Highways to widen and improve Telephone Road where it crosses the C.N.R., Township of Murray, County of Northumberland, Ont. at

mileage 32.18 Marmora Subd. and requiring the Railways to install automatic protection at the said crossing.

- R-277 October 16 – Approving toll to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- R-278 October 16 – Approving tolls in Supplement No. 38 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-279 October 16 – Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and amending Order No. 125278.
- R-280 October 16 – Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-281 October 16 – Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-282 October 16 – Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-283 October 16 – Approving toll to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-284 October 16 – Approving tolls in Supplement No. 2 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-285 October 16 – Approving tolls to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- R-286 October 16 – Approving toll to Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- R-287 October 16 – Approving tolls in Supplement No. 5 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-288 October 16 – Approving tolls in Supplement No. 7 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-289 October 16 – Amending Order No. 120360 which authorized the C.N.R. to improve the existing protection at the crossing of their railway and Haldimand County Road No. 12 in Nelles Corners, Ont. mileage 54.51 Cayuga Subd.
- R-290 October 16 – Amending Order No. 119553 which authorized the C.N.R. to install automatic protection at the crossing of their railway and No. 50 Side Road in Winona, Ont. mileage 31.67 Grimsby Subd.

- R-291 October 16 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 97.5 Drumheller Subd. Alta.
- R-292 October 16 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 257 in Virden, Man. mileage 46.56 Broadview Subd. and to relocate the existing reflectorized crossing signs from the said crossing to another crossing at mileage 25.12 Alida Subd.
- R-293 October 16 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing east of South Junction Station, Man. mileage 63.76 Sprague Subd.
- R-294 October 16 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 49 in Manseau, P.Q. mileage 52.54 Drummondville Subd.
- R-295 October 16 - Amending Order No. 117590 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Dunn Lake Road at Clearwater, B.C. mileage 67.54 Clearwater Subd.
- R-296 October 16 - Amending Order No. 119611 which authorized the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and Rectory Street in the City of London, Ont. mileage 76.84 Dundas Subd.
- R-297 October 16 - Authorizing the C.N.R. to remove the station agent at Madison, Sask. mileage 97.7 Elrose Subd.
- R-298 October 16 - Amending Order No. 120051 which authorized the C.N.R. to install automatic protection, in lieu of the existing protection, at the crossing of their railway and the intersection of Highway No. 20 and Station Road in Fonthill, Ont. mileage 11.87 Fonthill Subd.
- R-299 October 16 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and the highway between Concessions 5 and 6, Township of Whitchurch, Ont. mileage 35.1 Bala Subd.
- R-300 October 16 - Authorizing the C.N.R. to remove the station agent at Forgan, Sask. mileage 38.7 Elrose Subd.
- R-301 October 16 - Authorizing the N.Y.C. to install automatic protection, in lieu of the existing crossing protection, at the crossing of its railway and White Street, City of St. Thomas, Ont. mileage 115.47 Main Line Subd.

- R-302 October 16 - Dismissing application of the C.N.R. for authority to remove the station agent at Burks Falls, Ont. and directing the Railways to forthwith restore the services normally performed by the regular station agent.
- R-303 October 16 - Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Townline Road between the Townships of King and Vaughan, County of York, Ont. mileage 21.99 Newmarket Subd.
- R-304 October 16 - Authorizing the Ontario Department of Highways to construct a subway to carry Highway No. 2 across and under the Lake Erie and Northern Railway Company (C.P.R.) Town of Paris, County of Brant, Ont. mileage 13.75 Simcoe to Galt Subd.; to remove the existing subway upon completion; and authorizing the Railway to construct a permanent deviation of its track.
- R-305 October 16 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of the highway and their railway at mileage 0.23 Harbour Lead Branch, Ont. to another crossing at mileage 0.24 Rootes Motors Lead, Ont.
- R-306 October 16 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of the highway and their railway at mileage 111.43 Vegreville Subd., Alta. to another crossing at mileage 42.99 Dodsland Subd. Sask.
- R-307 October 16 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 9 at Langbank, Sask. mileage 113.44 Cromer Subd. and imposing a speed restriction of twenty-five miles per hour over the said crossing until the automatic protection has been installed.
- R-308 October 16 - Authorizing the Corporation of the Township of Toronto, Ont. to reconstruct Haines Road where it crosses the C.P.R. at mileage 13.62 Galt Subd. and to construct a pedestrian crossing across the C.P.R. at the said location; requiring the Railway to relocate and revise the existing protection at the said crossing to permit the reconstruction.
- R-309 October 16 - Rescinding the authority of Order No. 121007 which imposed a speed restriction on trains at the crossing of the C.P.R. and the Pitt River Road, District of Coquitlam, B.C. mileage 1.52 Westminster Subd.
- R-310 October 18 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.

- R-311 October 18 — Approving changes in the automatic protection at the crossing of the C.N.R. and Main Street in Daveluyville, P.Q. mileage 66.80 Drummondville Subd.
- R-312 October 18 — Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and Syndicat Co-operatif de Telephone de Valcourt.
- R-313 October 18 — Dismissing the application of the C.N.R. for authority to remove the caretaker and the station building at St. Boniface, P.Q. mileage 55.9 Joliette Subd.
- R-314 October 18 — Dismissing the application of the C.N.R. for authority to remove the station agent and the station buildings at Collins Bay, Ont. mileage 180.4 Gananoque Subd. and to appoint an on-hand representative.
- R-315 October 18 — Amending Order No. 118979 which authorized the C.N.R. to relocate the automatic protection at the crossing of their railway and Highway No. 7 at Sarnia, Ont. mileage 68.80 Forest Subd. and improve the control circuits of the said protection.
- R-316 October 18 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Dunnville Consolidated Telephone Company (Eastern Settlement).
- R-317 October 18 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Central Community Telephone Company Limited (Erin-Hillsburgh).
- R-318 October 18 — Authorizing the C.N.R. to relocate and reconstruct their existing bridge at mileage 32.9 Yale Subd. B.C. and to operate their engines, cars and trains over the said bridge during the period of relocation and reconstruction.
- R-319 October 18 — Authorizing the Ontario Department of Highways to realign Highway No. 590 where it crosses the C.P.R. in Lot 7, Concession 1, Township of Oliver, District of Thunder Bay, Ont. at mileage 12.80 Kaministiquia Subd.; and requiring the Railway to relocate the existing automatic protection at the said crossing to provide for the realignment of the highway.
- R-320 October 18 — Authorizing the County of Frontenac, Ont. to widen and improve County Road No. 6 (Gardiners Road) where it crosses the C.N.R., Township of Kingston at mileage 178.05 Kingston Subd. and mileage 0.35 Cataraqui Spur, off mileage 178.35 Kingston Subd.

- R-321 October 18 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of the highway and their railway at mileage 233.67 Kingston Subd. Ont. to another crossing at mileage 0.15 Belleville City Branch, which commences at mileage 220.50 Kingston Subd. Ont.
- R-322 October 18 - Approving revisions to tariffs filed by the Canadian National Telecommunications.
- R-323 October 18 - Authorizing the Ontario Department of Lands and Forests to construct and maintain a highway across the C.N.R. in Lot 17, Concession 2, Township of Eilber, District of Cochrane, Ont. at mileage 106.75 Kapuskasing Subd.
- R-324 October 18 - Approving Supplement No. 7 to Traffic Agreement between The Bell Telephone Company of Canada and La Tuque Telephone Company.
- R-325 October 18 - Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Saint Nazaire.
- R-326 October 18 - Authorizing the C.N.R. to remove the caretaker and the station building at Fredericton, P.E.I. mileage 23.7 Kensington Subd.
- R-327 October 18 - Approving changes in the automatic protection at the crossing of the C.N.R. and Centre Street in Napanee, Ont. mileage 199.07 Kingston Subd.
- R-328 October 18 - Authorizing the Township of Pittsburgh, Ont. to construct the Township Road across the C.N.R. between Lots 35 and 36, Concession 4, County of Frontenac, at mileage 158.95 Kingston Subd.
- R-329 October 18 - Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Canadian General Electric Company which crosses Sunnyside Road at mileage 1.12 Tupper Spur, off mileage 13.53 Sydney Subd. at Point Tupper, N.S. and requiring that all train movements over the said crossing be manually flagged by a member of the train crew.
- R-330 October 18 - Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains on the connecting track between mileage 4.90 Prescott Subd. of the C.P.R. and mileage 3.72 National Capital Commission Walkley Line, City of Ottawa, Ont.
- R-331 October 18 - Authorizing the C.P.R. to remove the caretaker at Garrick, Sask. mileage 20.2 White Fox Subd.

- R-332 October 18 — Authorizing the C.N.R. to remove the caretaker and the station building at Bilodeau, P.Q. mileage 52.2 Jonquiere Subd.
- R-333 October 18 — Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and the highway near Clemina B.C., at mileage 94.39 Albreda Subd. to another crossing at mileage 0.23 Acadia Valley Subd., Sask.
- R-334 October 18 — Authorizing the C.P.R. to remove the caretaker at Congress, Sask. mileage 55.7 Expanse Subd.
- R-335 October 18 — Authorizing The Bell Telephone Company of Canada to construct, operate, repair and maintain its line of telephone along the C.N.R., Town of Desbiens, P.Q.
- R-336 October 18 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Provincial Highway No. 4 at Coutts, Alta. mileage 45.19 Coutts Subd.
- R-337 October 18 — Approving the location of the proposed additional 3,000 Imperial gallon flammable liquid horizontal storage tank and existing tank truck loading facilities of Imperial Oil Limited at Gladmar, Sask. near mileage 38.6 Bromhead Subd. C.P.R.
- R-338 October 18 — Approving the clearances at the proposed overhead chip loader on trackage serving Oliver Sawmills Limited at Penticton, B.C. provided that signs indicating less than standard clearances are erected.
- R-339 October 18 — Approving the location of the proposed new 14-foot by 20-foot office and 16-foot by 28-foot extension to the existing warehouse of Imperial Oil Limited at Bow Island, Alta. near mileage 41.0 Taber Subd. C.P.R.
- R-340 October 18 — Revoking the authority of Orders No. 76590 and No. 93830 to locate the flammable liquid bulk storage facilities of Imperial Oil Limited at Edgerton, Alta. mileage 120.9 Unity Subd. C.N.R.
- R-341 October 18 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of North Norwich.
- R-342 October 18 — Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone de Val Racine Enrg.

- R-343 October 18 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Central Community Telephone Company Limited (Kerwood-Nairn).
- R-344 October 18 - Authorizing the Nova Scotia Department of Highways to widen Pleasant Point Road where it crosses the C.N.R.'s Lockeport Spur, mileage 1.22 off mileage 35.33 Yarmouth Subd. N.S.
- R-345 October 18 - Amending Order No. 116991 which authorized the British Columbia Department of Highways to reconstruct and improve the subway carrying the highway across and under two tracks of the C.P.R. near Lytton, B.C. at mileage 95.32 Thompson Subd.
- R-346 October 18 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Victoria County Road No. 7 in Omemee, Ont. mileage 76.86 Campbellford Subd.
- R-347 October 18 - Authorizing the Town of Thornbury, Ont. to construct Grey Street across the C.N.R., County of Grey at mileage 23.83 Meaford Subd.
- R-348 October 18 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Dunnville Consolidated Telephone Company Limited (Sunderland).
- R-349 October 18 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Central Community Telephone Company Limited (Orono).
- R-350 October 18 - Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of 45A Avenue and its railway, Town of Lacombe, Alta. mileage 18.01 Leduc Subd. to another crossing at mileage 4.15 Woolford Subd. Alta.
- R-351 October 18 - Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Village of Brussels, operating the Brussels, Morris and Grey Municipal Telephone System.
- R-352 October 18 - Approving changes in the automatic protection at the crossing of the C.N.R. and Concession "B" Road Lot 134, Township of Foley, Ont. mileage 144.19 Bala Subd.
- R-353 October 18 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossings of their Railways and Edinburgh Road

at mileage 30.45, and Paisley Street, mileage 30.48 Fergus Subd., City of Guelph, Ont. to other crossings at mileage 2.50 and mileage 1.93 Waterloo Subd. (Elnira Branch) Ont.

- R-354 October 18 - Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone de St-Liboire de Bagot Inc.
- R-355 October 18 - Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of Blyth.
- R-356 October 18 - Declaring the crossing of the Township Road and the C.N.R. between Concessions 2 and 3, Lot 8, Township of Clute, District of Cochrane, Ont. at mileage 4.76 Kapuskasing Subd., to be a public crossing, and authorizing the Township of Glackmeyer, Ont. to reconstruct the crossing.
- R-357 October 18 - Approving Traffic Agreement, Appendix "A", Alternate Appendix "B" (1967), Supplements No. 1 and 2, between The Bell Telephone Company of Canada and Maitland Tele-services Limited.
- R-358 October 18 - Approving Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Wilmot.
- R-359 October 18 - Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and the highway in Lot 42, Concession 1, Township of North Cayuga, Ont. mileage 52.10 Cayuga Subd.
- R-360 October 18 - Approving Alternate Appendix "B" (1967), to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of Flos.
- R-361 October 18 - Dismissing the application of the C.N.R. for authority to remove the caretaker and the station building at Gascons P.Q. mileage 28.3 Chandler Subd.
- R-362 October 19 - Authorizing the Quebec Department of Roads to open for the use of the public the crossing of the C.N.R. and 3rd Range Road, Municipality of St. Alexandre Parish, County of Kamouraska, P.Q. mileage 9.05 Montmagny Subd. prior to the installation of automatic protection provided reflectorized vehicular "STOP" signs are erected on each approach road, and amending Order No. 120729.

- R-363 October 19 — Authorizing the Prince Edward Island Department of Highways to widen and improve the highway where it crosses the C.N.R. in Mill View, P.E.I. mileage 2.27 Vernon Subd.
- R-364 October 19 — Authorizing the C.N.R. to install automatic protection at the crossings of their railway and First Street and West River Street in Belle River, Ont. mileage 90.23 and 90.28 Chatham Subd.
- R-365 October 19 — Authorizing the Village of Victoria Harbour, Ont. to reconstruct the highway where it crosses the C.N.R. between Concessions 6 and 7, at mileage 68.56 Midland Subd.
- R-366 October 19 — Approving the location of two additional 13,000 Imperial gallon vertical flammable liquid storage tanks, associated piping and new tank truck loading facilities of Imperial Oil Limited at Revelstoke, B.C. near mileage 125.7 Mountain Subd. C.P.R.
- R-367 October 19 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and the East-West Highway one-half mile south of Hobbema Station, Alta. mileage 46.08 Leduc Subd. and to relocate the existing reflectorized signs from the said crossing to another crossing of its railway at mileage 36.15 Irricana Subd. Alta.
- R-368 October 19 — Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 55.89 MacLeod Subd. Alta. to another crossing at mileage 19.80 MacLeod Subd. Alta.
- R-369 October 19 — Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 8.12 Waterloo Subd. (Elmira Branch), Ont. to another crossing at mileage 1.70 Waterloo Subd. (Elmira Branch), Ont.
- R-370 October 19 — Authorizing the Township of Thurlow, Ont. to widen and improve Mitchell's Sideroad where it crosses the C.N.R. at mileage 216.24 Kingston Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-371 October 19 — Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone du Nord de Quebec Limitee (Division de Val d'Or).
- R-372 October 19 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of St. Joseph.

- R-373 October 19 - Authorizing the County of Welland, Ont. to widen Welland County Road No. 2 where it crosses the C.N.R. three miles east of Moulton, Ont. at mileage 29.87 Cayuga Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-374 October 19 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of the highway and their railways at mileage 21.24 Smiths Falls Subd. Ont. to another crossing at mileage 92.85 Renfrew Subd., Ont.
- R-375 October 19 - Authorizing the National Capital Commission to construct an additional track across Russell Road, City of Ottawa, Ont. opposite mileage 75.38 Alexandria Subd. of the C.N.R. and requiring that all train movements over the said crossing be flagged by a member of the train crew.
- R-376 October 19 - Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Hallecks Road, Township of Elizabethtown, Ont. mileage 129.91 Kingston Subd. to another crossing at mileage 4.54 Gananoque Spur, which commences at mileage 154.00 Kingston Subd. Ont.
- R-377 October 19 - Approving the location of the proposed Ammonium Nitrate storage facility of the Pembina Hills Cooperative Limited at Manitou, Man. near mileage 100.57 La Riviere Subd. C.P.R.
- R-378 October 19 - Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-379 October 19 - Authorizing the Township of East Garafraxa, Ont. to reconstruct the Township Road where it crosses the C.P.R. in Lot 2, between Concessions 10 and 11, County of Dufferin, at mileage 13.33 Elora Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-380 October 19 - Authorizing the British Columbia Department of Highways to construct an overhead bridge to carry the Northern Trans-Provincial Highway (Highway No. 16) across and over the track of the C.N.R. at Houston, mileage 84.68 Telkwa Subd. eliminating an existing level crossing; authorizing the construction of a temporary detour road across the C.N.R. at mileage 84.72 Telkwa Subd; requiring the C.N.R. to relocate the automatic protection from the existing crossing to the said temporary crossing; and to close the existing crossing; and to close the temporary crossing and remove the automatic protection when the overhead bridge is completed.

- R-381 October 20 - Authorizing the Township of East Flamboro, Ont. to improve the vision at the crossing of the C.P.R. and the Township Road between Concessions 7 and 8, County of Wentworth, at mileage 9.93 Goderich Subd.
- R-382 October 20 - Authorizing the C.N.R. to construct their Ville Vanier Industrial Spur across Desrochers Street, Town of Ville Vanier, County of Quebec P.Q. at mileage 0.44 Ville Vanier Industrial Spur, off mileage 3.09 Lairet Subd.
- R-383 October 20 - Approving the tolls to Tariff filed by the D.A.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 122943.
- R-384 October 20 - Declaring the crossing of the C.N.R. and Highway No. 636, Township of Clute, Ont. mileage 6.41 Kapuskasing Subd. to be a public crossing and requiring the Railways to install automatic protection at the said crossing.
- R-385 October 20 - Requiring the C.N.R. to relocate the automatic crossing signals at the crossing of their railway and Brentwood Road in Brentwood, N.S. mileage 53.57 Bedford Subd.
- R-386 October 20 - Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Beaverdale Road, Town of Hespeler, Ont. mileage 20.80 Fergus Subd.
- *R-387 October 20 - Amending General Order No. 0-10 of the Board of Transport Commissioners for Canada concerning Regulations governing Railway Safety Appliance Standards. (See page 658, 57 R.T.C.)
- R-388 October 20 - Authorizing the Quebec Department of Roads to relocate Chemin Est de la Tortue where it crosses the C.N.R., Town of Delson, P.Q. to mileage 77.93 Massena Subd. and requiring the Railways to close the existing crossing at grade at mileage 77.87 Massena Subd. and to install automatic protection at the said relocated crossing.
- R-389 October 20 - Authorizing the C.N.R. to remove the station agent at Coniston, Ont. provided a resident caretaker is appointed.
- R-390 October 20 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 10 near Varcoe, Man. mileage 53.98 Varcoe Subd.
- *R-391 October 20 - Amending General Order No. T-23 of the Board of Transport Commissioners for Canada concerning Regulations Governing Baggage Car Traffic. (See page 663, 57 R.T.C.)

- R-392 October 20 — Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of the highway and its railway at mileage 101.4 Cascade Subd., B.C. to another crossing at mileage 83.02 Aldersyde Subd. Alta.
- R-393 October 20 — Authorizing the C.N.R. to close the crossing of their railway and the Township Road, Township of Front of Leeds and Lansdowne, Ont. at mileage 149.35 Kingston Subd. and to maintain a farm crossing at the same location.
- R-394 October 20 — Authorizing the C.N.R. to remove the caretaker and the station shelter at Pointe a la Garde, P.Q. mileage 22.2 Cascapedia Subd.
- R-395 October 20 — Approving the construction of the highway across the track of the Great Slave Lake Railway (C.N.R.) between the NW 1/4-35-101-23-W5M and the SW 1/4-2-102-23-W5M, Alta. at mileage 130.92 G.S.L.R.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-507

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

D.H. JONES
H.H. GRIFFIN
J.E. DUMONTIER
J.M. WOODARD
W.R. IRWIN

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants" under Section 314 I of The Railway Act, for authority to discontinue passenger-train service between St. John's and Port aux Basques, Province of Newfoundland, presently being provided by Trains Nos. 101 and 102 and coach service on Mixed Trains Nos. 203 and 204 and substituting therefor a bus operation between St. John's and Port aux Basques:

File No. 27563.488

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby declares, orders and directs:

1. The passenger-train service between St. John's and Port aux Basques in the Province of Newfoundland presently being provided by Trains Nos. 101 and 102 and coach service on Mixed Trains Nos. 203 and 204 a passenger-train service for the purposes of Sections 314I and 314J of The Railway Act.

2. That the Applicants have incurred actual loss attributable to the said passenger-train service during the year ended December 31st, 1966.

3. The applicants shall mail not later than November 10, 1967, to the following, at least one copy of the said application including the information required by clause 6

57 R.T.C.

of this Order and a summary of the monthly average number of passengers per trip for the years 1965, 1966 and the first ten months of 1967 leaving the initial terminal, arriving at the final and handled en route:

- (a) the Attorney General of the Province of Newfoundland;
- (b) the Member of Parliament of each constituency in which the service is operated;
- (c) the secretary or clerk of each city, town and municipality in which the service is operated;
- (d) to such other parties as the Railway Transport Committee may later specify.

4. The Applicants shall give public notice of their application to discontinue the said passenger-train service by publishing in three consecutive issues of the two daily newspapers of St. John's, Newfoundland, the following notice:

"Take notice that Canadian National Railways have applied to the Railway Transport Committee of the Canadian Transport Commission for authority to discontinue passenger-train service between St. John's and Port aux Basques, Newfoundland provided by passenger Trains Nos. 101 and 102 and coach service on Mixed Trains Nos. 203 and 204 and substituting therefor a highway bus operation between St. John's and Port aux Basques, Newfoundland. In accordance with the regulations of the Canadian Transport Commission notice is hereby given that any person desiring to make submissions objecting to or otherwise in respect of this application may do so by mailing such submissions to the Secretary of the Railway Transport Committee of the Canadian Transport Commission, 400 Laurier Avenue West, Ottawa, within 20 days from the date of this notice.

A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below within the same period. Take notice also that the Railway Transport Committee having determined that the said passenger train service has incurred an actual loss of \$918,000.00 in the year ended December 31st, 1966, a hearing will take place in the Department of Labour Hearing Room, 5th Floor Confederation Building, St. John's, Newfoundland, beginning at 10:00 a.m. local time on December 11th, 1967".

5. A copy of the notice prescribed in the paragraph immediately preceding shall also be posted at all the stations located on the line served by these trains.

6. In addition to the information contained in the application filed with the Railway Transport Committee the Applicants shall file the following information if not already contained in the application:

- (a) the names of the terminals and the mileages between the terminals of the passenger-train service;

- (b) the names of the subdivisions and of the stations served; the mileages at which the stations are located; the approximate population of each city and town in which a station is located; a description of the existing service, indicating the number of train trips per day or per week, as the case may be, and the normal consist of such trains;
- (c) a statement of the history of the service;
- (d) a statement regarding the alternative transportation services, including any highway or highway system serving the principal points served by the passenger train service that are available or are likely to be available in the area served by the service;
- (e) the probable effect on other passenger train service or other passenger carriers of the discontinuance of the service, or of parts thereof;
- (f) the probable future passenger transportation needs of the area served by the service;
- (g) a statement as to the feasibility of continuing to operate all or part of the service by changing the methods of operation or by interconnection with other services of the company; and
- (h) the summary required by clause 3 of this Order.

7. The foregoing declarations, orders and directions are the rules and regulations of the Railway Transport Committee under Section 314I(2) of The Railway Act, applicable only in respect of this application.

Dated at Ottawa, this 6th day of November, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-676

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.M. WOODARD

W.R. IRWIN

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", under section 153 of the Railway Act, for a recommendation to the Governor in Council for the sanction of an agreement dated September 12, 1967, between the Applicant Company and The Montreal and Atlantic Railway Company:

File No. 38154

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said Agreement, a duplicate original of which is attached hereto marked "A", is hereby recommended to the Governor in Council for sanction.

Dated at Ottawa, this 27th day of November, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ORDER NO. R-677

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.M. WOODARD

W.R. IRWIN

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", under section 153 of the Railway Act, for a recommendation to the Governor in Council for the sanction of an agreement dated September 12, 1967, between the Applicant Company and The Manitoba and North Western Railway Company of Canada:

File No. 37127

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said Agreement, a duplicate original of which is attached hereto marked "A", is hereby recommended to the Governor in Council for sanction.

Dated at Ottawa, this 27th day of November, 1967.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, SEPTEMBER, 1967 RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	276	7	281
Level Crossing Accidents	<u>35</u>	<u>13</u>	<u>41</u>
	<u>311</u>	<u>20</u>	<u>322</u>
	<i>Killed</i>	<i>Injured</i>	
Passengers	—	76	
Employees	1	199	
Others	<u>19</u>	<u>47</u>	
	<u>20</u>	<u>322</u>	

Of the 35 accidents at Highway Crossings, 18 occurred where standard railway crossing signs are located, 17 where additional forms of protection are in use, 23 after Sunrise and 12 after Sunset.

Ottawa, Ont.

SUMMARY OF ORDERS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE

(*Denotes Order printed in full)

- R-396 October 23 - Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 139.30 Kingston Subd. Ont. to another crossing at mileage 1.77 Hanley Spur which commences at mileage 172.70 Kingston Subd.

- R-397 October 24 - Allocating the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and the highway at Burketon, Ont. mileage 148.11 Havelock Subd. (formerly 54.41 Peterboro Subd.)

- R-398 October 24 - Authorizing the C.N.R. to close the crossings of the town road and their Industrial Spur opposite mileage 106.80 Opemisca Subd. and 970th Street and the track serving Shell Oil Company of Canada Limited at mileage 0.12 off mileage 107.10 Opemisca Subd., Town of Chibougamau, P.Q.

- R-399 October 24 - Authorizing the C.N.R. to close the crossing of their railway and the Township Road in the Township of Front of Leeds and Lansdowne, Ont. mileage 151.70 Kingston Subd. and to maintain a farm crossing at the same location.

- R-400 October 24 - Authorizing the C.P.R. to construct an additional track at the crossing of its railway and Highland Valley Road, Village of Ashcroft, B.C. at mileage 47.8 Thompson Subd.

- R-401 October 24 - Authorizing the R.M. of Sarnia No. 221, Sask. to reconstruct the Municipal Road where it crosses the C.P.R. between the SE1/4-21 and the NE1/4-16-23-25-W2M, at mileage 32.31 Colonsay Subd.

- R-402 October 24 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Arcola Subd., Man.

- R-403 October 24 - Authorizing the C.N.R. to remove the station agent at Saguenay Power Station, P.Q. mileage 87.8 Jonquiere Subd.

- R-404 October 24 - Authorizing the C.N.R. to remove the caretaker and the station shelter at Escuminac, P.Q. mileage 26.4 Cascapedia Subd.

- R-405 October 24 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Arcola Subd., Sask.

- R-406 October 24 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 8th Street, City of Grand'Mere, P.Q. mileage 44.28 Joliette Subd.
- R-407 October 24 — Authorizing the C.N.R. to remove the diamond crossing, C.P.R. trackage, and the protective devices at the crossing of their railway and the C.P.R. at Deer, Man. mileage 80.0 Rivers Subd. of the C.N.R. and mileage 3.1 Varcoe Subd. of the C.P.R.
- R-408 October 24 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Municipal Road one mile east of Dugald, Man. mileage 237.46 Redditt Subd. and requiring the Railways to relocate the reflectorized crossing signs from the said crossing to another crossing at mileage 68.61 Ridgeville Subd. Man.
- R-409 October 25 — Authorizing the C.N.R. to remove the station agent at Thedford, Ont. provided an on-hand representative is appointed.
- R-410 October 25 — Amending Order No. 125444 which allocated the cost of installation and maintenance of the protection at the crossing of the C.N.R. and the Westminster Highway, Township of Richmond, B.C. at mileage 0.87 Ewan Branch, Lafarge Spur off mileage 5.28 Lulu Island Branch.
- R-411 October 25 — Declaring the crossing of Township Road and the C.N.R. between Lots 6 and 7, Concession 2, Township of Clute, District of Cochrane, Ont. at mileage 4.42 Kapuskasing Subd. to be a public crossing, and authorizing the Township of Glackmeyer, Ont. to reconstruct the said crossing.
- R-412 October 25 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Range 10 Road, Municipality of St-Germain-de-Grantham, P.Q. mileage 105.60 Drummondville Subd.
- R-413 October 25 — Authorizing the C.N.R. to remove the caretaker and the station shelter at New Mills, N.B. mileage 148.5 Newcastle Subd.
- R-414 October 25 — Approving location of the proposed pumping equipment and guardrail of Imperial Oil Limited at Duchess, Alta. near mileage 92.9 Bassano Subd. C.P.R.
- R-415 October 25 — Approving changes to the automatic protection at the crossing of the C.N.R. and Station Road in St. Severin de Proulxville, P.Q. mileage 11.72 St. Stanislas Subd.

- R-416 October 25 — Authorizing the C.P.R. to close, the crossing of its railway and the highway at mileage 43.88 Webbwood Subd., Town of Espanola, Township of Baldwin, Ont.
- R-417 October 25 — Authorizing the City of Montreal, P.Q. to widen and improve the intersection of Church and St. Patrick Streets where they cross the C.P.R. at mileage 3.80 South Bank Branch, and upon completion, requiring the Railway to close the crossing at Hadley St., at mileage 3.95 South Bank Branch; requiring the Railway Company and the City to modify the traffic signals and install pre-empting circuits interconnection to provide protection for rail movements over the crossing and requiring that all engines, cars and trains be brought to a stop before obstructing the crossings.
- R-418 October 25 — Approving the tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-419 October 25 — Authorizing the C.N.R. to close the crossing of their railway and the Township Road (Maple Grove Road) in the Township of Front of Leeds and Lansdowne, Ont. mileage 156.63 Kingston Subd. and to maintain a farm crossing at the said location.
- R-420 October 25 — Authorizing the City of St. Jerome, P.Q. to construct Trudel Street across the C.P.R. at mileage 14.1 Ste. Agathe Subd. and requiring the Railway to install automatic protection at the crossing.
- R-421 October 25 — Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving the Hydro Electric Power Commission of Ontario, which commences at mileage 7.88 MacTier Subd. and crosses Signet Drive, Borough of North York, Ont. mileage 0.24 of the said siding.
- R-422 October 25 — Authorizing the Department of Municipal Affairs, Sask. to widen and relocate the east-west road north of the NW1/4-20-13-28-W3M in the Local Improvement District of Maple Creek No. 929. Sask. where it crosses the C.P.R. at mileage 5.43 Hatton Subd.
- R-423 October 25 — Authorizing the C.P.R. to construct a siding across Hamilton Avenue, Town of Melfort, Sask. off the siding located at mileage 83.08 Melfort Subd.

- R-424 October 25 - Approving the construction of a private siding extension of the Delrex Industrial Spur No. 2, which commences at mileage 22.89 Halton Subd. across Sinclair Avenue in Georgetown, Ont. to serve General Fireproofing Company Ltd. and authorizing the C.N.R. to operate their engines, cars and trains over the said private siding.
- R-425 October 25 - Approving changes in the automatic protection at the crossing of the C.P.R. and 48th Avenue in Calgary, Alta. mileage 5.03 Red Deer Subd. and imposing a speed of sixty miles per hour between mileage 4.4 and mileage 5.4 Red Deer Subd.
- R-426 October 25 - Approving agreement between The Bell Telephone Company of Canada and the C.P.R.
- R-427 October 25 - Declaring that the automatic protection installed at the crossings of the two main tracks of the C.N.R. and the track of the C.P.R. at 8th Street, City of Portage la Prairie, Man. mileages 55.81 Rivers Subd. and 0.05 Gladstone Subd. of the C.N.R. and 56.2 Carberry Subd. of the C.P.R. protects the crossings to the satisfaction of the Committee.
- R-428 October 25 - Authorizing the C.N.R. to remove the station agent at Atwood, Ont. mileage 5.9 Kincardine Subd. provided an on-hand representative is appointed.
- R-429 October 25 - Authorizing the Highways Department of Manitoba to widen Provincial Road No. 340 (Third Street) where it crosses the C.N.R. in the NE1/4-20-5-15-WPM, Village of Belmont, at mileage 0.04 Hartney Subd.
- R-430 October 25 - Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its railway at mileage 77.23 Carberry Subd. Man. to another crossing at mileage 47.31 Varcoe Subd. Man.
- *R-431 October 25 - Authorizing the Canadian Freight Association (Western Lines) to publish rate of \$19.70 per ton of 2,000 pounds on Concentrates, Copper, carload minimum weight 140,000 pounds, from Prince Albert, Sask. to Clara Belle, Ont. and rescinding authority of Order No. 123793. (See page 664, 57 RTC).
- R-432 October 25 - Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-433 October 27 - Authorizing the C.N.R. to remove the station building at Jeanette's Creek and to discontinue handling express and less-than-carload freight at the station on condition that

carload freight service is maintained as at present, with billing and accounting performed at Chatham, Ont.

- R-434 October 27 - Approving Supplement No. 7 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone St-Germain de Drummond Limitee.
- R-435 October 27 - Authorizing the C.P.R. to operate its engines, cars and trains over an extension of spur track "B" across Ross Avenue, City of Regina, Sask.
- R-436 October 27 - Authorizing the C.P.R. to operate its engines, cars and trains over an extension of spur track "A" across Ross Avenue, City of Regina, Sask.
- R-437 October 27 - Authorizing the Township of Hamilton, Ont. to divert Workman Road in Lot 9, Concession A, County of Northumberland, eliminating level crossings of the C.N.R. at mileage 262.11 Kingston Subd. and of the C.P.R. at mileage 132.98 Belleville Subd; and requiring the Railways to close the existing crossings.
- R-438 October 27 - Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Rural de Ste-Christine.
- R-439 October 27 - Authorizing the Township of Stephenson to reconstruct the Township Road where it crosses the C.N.R. between Concessions 12 and 13, Lot 23, District of Muskoka, Ont. mileage 139.97 Newmarket Subd.
- R-440 October 27 - Approving agreement between The Bell Telephone Company of Canada and the C.N.R.
- R-441 October 30 - Amending Order No. 124723 which authorized the C.N.R. to operate their engines and trains through the interlocking at the crossing of their Watrous Subd. at mileage 197.56 and the C.P.R. Branch Line to Duval Mine at mileage 1.08 near Farley, Sask.
- R-442 October 30 - Approving the location of the proposed flammable liquid bulk storage and handling facilities of the Standard Oil Company of British Columbia Limited, Blue River, B.C. mileage 0.20 Clearwater Subd. and rescinding the authority confirmed by Order No. 117743, C.N.R.
- R-443 October 30 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the Local Improvement Road east of Hatton Station, Sask. mileage 103.1 Maple Creek

Subd. and to relocate the reflectorized crossing signs from the said crossing to another crossing at mileage 11.07 Empress Subd. Sask.

- R-444 October 30 - Authorizing the C.P.R. to install automatic protection, in lieu of the existing crossing protection at the crossing of its railway and Island Park Drive, City of Ottawa, Ont. at mile 1.24 Carleton Place Subd.
- R-445 October 30 - Authorizing the Alberta Department of Highways to construct District Road across the C.P.R. in SE-1-55-13-W4M near Two Hills, Alta. at mileage 89.63 Willingdon Subd. and requiring the Railway to close the existing crossing at mileage 89.48 Willingdon Subd.
- R-446 October 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. mileage 58.17 Uxbridge Subd. and Lawrence Avenue in Scarborough, Ont;
- R-447 October 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Airport Road at Malton, Ont. mileage 15.06 Weston Subd.
- R-448 October 30 - Authorizing the C.N.R. to remove the station agent at Netherhill, Sask. at mileage 108.3 Rosetown Subd. provided a resident caretaker is appointed.
- R-449 October 30 - Amending Order No. 125410 which authorized the removal of the speed limitation from the crossing of the highway and the C.P.R. at mileage 10.98 St. Mary's Subd.
- R-450 October 30 - Authorizing the C.N.R. to construct a private siding across an unopened portion of Alberta Street, Town of Rivers, Man. to serve Imperial Oil Limited commencing at mileage 0.22 Gravel Pit Spur off mileage 142.59 Rivers Subd.
- R-451 October 30 - Authorizing the R.M. of Esteven No. 5, Sask. to reconstruct the Municipal Road where it crosses the C.P.R. between the NE1/4-12-3-9 and the NW1/4-7-3-8 W2M at mileage 131.78 Portal Subd.
- R-452 October 30 - Authorizing the Municipal District of Westlock No. 92, Alta to construct and improve Municipal Road where it crosses C.N.R. between the NE1/4 of Section 9 and the SE1/4-16-61-24-W4M, at mileage 55.50 Athabasca Subd. and upon completion, requiring the Railways to close the existing crossing at mileage 55.60 Athabasca Subd.
- R-453 October 30 - Authorizing the Village of Rimouski East to construct Roy Avenue across the C.N.R., County of Rimouski, P.Q. mileage 1.11 Rimouski Wharf Spur.

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- R-454 October 30 — Authorizing the R.M. of Spy Hill No. 152 Sask. to re-construct the Municipal Road where it crosses the C.P.R. between the SE1/4-34 and the SW1/4-34-18-33-WPM at mileage 73.71 Neudorf Subd. and to improve vision at the said crossing.
- R-455 October 30 — Authorizing the removal of the speed limitation at the crossing of the N.Y.C. mileage N.F. 87.31 Main Line Subd. and County Road No. 20, 3.29 miles east of Tillsonburg, Ont.
- R-456 October 30 — Authorizing the C.N.R. to remove the station building at Callander, Ont.
- R-457 November 1 — Amending Order No. 118721 which authorized the Town of Chambly, P.Q. to construct a temporary crossing of Ste. Emilie Street across the C.N.R. at mileage 45.38 Granby Subd.
- R-458 November 2 — Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Methode.
- R-459 November 2 — Approving revision to tariffs filed by the British Columbia Telephone Company.
- R-460 November 2 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-461 November 2 — Amending Order No. 2361 dated December 19. 1906 so as to give effect to the Indenture made between the C.N.R., George E. Miles and Alma Pearl Miles in connection with a suitable overhead farm crossing on the division line between Elbert M. Kelly and another in Lot 4, Concession 1, Township of East Oxford, Ont.
- R-462 November 2 — Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Highway No. 12 across and over their railway and track in the SE1/4-36-39-23 W4M, near Alix, Alta. mileage 5.70 Three Hills Subd.
- R-463 November 2 — Authorizing the Great Northern Railway Company to relocate the siding serving West Coast Hardwood Limited where it crosses Sixth Avenue and unopened Glen Drive, City of Vancouver, B.C.
- R-464 November 2 — Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A. and rescinding authority of Order No. 122418.

- R-465 November 2 — Rescinding authority of Order No. 41894, to the extent pertaining to the construction maintenance and operation of a C.P.R. spur line across lots 27 & 28, in Saskatoon, Sask.
- R-466 November 2 — Authorizing the City of Calgary, Alta. to construct a storm sewer on 9th Avenue S.W., across and under the spur of the C.P.R. serving the T. Eaton Company Limited warehouse.
- R-467 November 2 — Approving the crossing of Hall Avenue at grade by three additional tracks of the Essex Terminal Railway Company, City of Windsor, Ont., mileage 1.75 Main Line Subd.
- R-468 November 2 — Authorizing the Highways Department of Manitoba to reconstruct Provincial Road No. 229 where it crosses the C.P.R. north of the NE1/4-33-17-2-EPM, Village of Komarno, R.M. of Rockwood, Man. mileage 46.14 Arborg Subd.
- R-469 November 2 — Authorizing the Saskatchewan Department of Highways and Transportation to construct Provincial Highway No. 46 across the C.P.R. in the SW1/4-17-3-18-W3M, Sask. mileage 60.3 Notukeu Subd. and requiring the Railway to close the existing crossing at mileage 60.22.
- R-470 November 2 — Authorizing the Alberta Department of Highways to reconstruct the connection road where it crosses the C.P.R. in the SW1/4-11-55-13-W4M, near Two Hills, Alta. mileage 91.64 Willingdon Subd.
- R-471 November 2 — Authorizing the Quebec Department of Roads to construct a concrete box culvert across and under the C.N.R., Town of Boucherville, P.Q. mileage 7.7 Sorel Subd. which will replace an existing timber trestle bridge at the same location.
- R-472 November 2 — Authorizing the Ontario Department of Highways to construct a storm sewer pipe line across and under the C.N.R. on the line of Division Street, Town of Wiarton, Ont., mileage 10.25 Wiarton Subd.
- R-473 November 2 — Authorizing the Quebec Department of Roads to widen and improve Front Trait Carre des 28 Road where it crosses the C.N.R., Municipality of Grande Riviere West, County of Gaspé South, P.Q. mileage 52.81 Chandler Subd.
- R-474 November 2 — Authorizing the City of Winnipeg, Man. to construct Manitoba Avenue across the C.P.R. at mileage 1.10 Arborg Subd.
- R-475 November 2 — Approving toll to Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.

- R-476 November 2 — Approving toll to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-477 November 2 — Approving tolls to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-478 November 2 — Approving tolls to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-479 November 2 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. mile 105.87 Windsor Subd. and Jefferson Boulevard, west of Elmstead, Ont.
- R-480 November 2 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. mileage 143.1 Joliette Subd. and Laurentian Blvd., City of St-Laurent, P.Q.
- R-481 November 2 — Approving tolls to Tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A.
- R-482 November 2 — Authorizing the Toronto, Hamilton and Buffalo Railway Company to make changes to the signals on the Welland Subd. Ont., between mileage 14.0 and mileage 23.0.
- R-483 November 2 — Authorizing the County of Middlesex, Ont. to widen and improve Main Street, where it crosses the C.N.R. Town of Komoka, Ont. at mileage 10.67 Strathroy Subd. and requiring the Railways to install automatic protection, in lieu of the existing crossing protection, at the said crossing.
- R-484 November 2 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 11.5 Windfall Industrial Spur, Sangudo Subd., Alta.
- R-485 November 3 — Approving the location of the proposed additional 13,000 Imperial gallon flammable liquid storage tank, new tank truck loading rack, new twenty foot by twenty-two foot office building and warehouse extension, together with associated piping of Imperial Oil Limited at Terrace, B.C., mile 131.75 Bulkley Subd. C.N.R.
- R-486 November 3 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 85 south of St. Jacobs, Ont. mileage 6.84 Waterloo Subd.
- R-487 November 3 — Approving the changes in the automatic protection at the crossing of the C.N.R. and T. Crete Road, Proulxville, P.Q. mileage 11.97 St. Stanislas Subd.
- R-488 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. mileage 14.00 Welland Subd. and Hagar Street in Welland, Ont.

- R-489 November 3 — Approving tolls to Tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-490 November 3 — Approving toll to Tariff filed by the Canada and Gulf Terminal Railway Company under Section 8 of the M.F.R.A.
- R-491 November 3 — Approving tolls in Supplement No. 10 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-492 November 3 — Authorizing the British Columbia Department of Highways to construct a pedestrian walkway across and under the C.P.R. at mileage 19.72 Rossland Subd.
- R-493 November 3 — Authorizing the C.N.R. to reconstruct the bridge over the Little Rouge River at mileage 44.7 Uxbridge Subd., Ont. and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-494 November 3 — Approving the proposed relocation of the flammable liquid tank car unloading rack of Imperial Oil Limited at Spiritwood, Sask., near mileage 49.52 Amiens Subd. C.N.R.
- R-495 November 3 — Approving the location of the proposed additional storage tanks, pumping equipment and associated piping of La Co-operative de Lourdes at Notre Dame de Lourdes, Man. near mileage 2.5 Notre Dame Subd. C.N.R.
- R-496 November 3 — Authorizing the City of Dartmouth, N.S. to construct Wright Avenue across the C.N.R. at mileage 9.27 Dartmouth Subd., requiring the Railways to install automatic protection at the said crossing and approving the crossing at mileage 0.13 off mileage 9.42 Dartmouth Subd.
- R-497 November 3 — Rescinding authority of Order No. 83184 which restricted the speed of any engine, car or train to 15 miles per hour at the crossing of the C.N.R. and Birch Street, Garson, Ont., mileage 3.32 Garson Branch, Sudbury Terminal Subd.
- R-498 November 3 — Authorizing the C.N.R. to construct the railway of the Vancouver Terminal Project by means of a tunnel under certain streets and lanes in the Corporation of the District of Burnaby and in the City of Vancouver, B.C. and under the Boundary Road.
- R-499 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, mileage 97.77 Tisdale Subd., Melfort, Sask.

- R-500 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.N.R., mileage 127.88 Watrous Subd. and Highway No. 2, east of Watrous, Sask.
- R-501 November 3 — Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their railway across and over Highway No. 6, N.B. mileage 1.4 Gort Subd.
- R-502 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. at mileage 140.54 Watrous Subd. near Young, Sask.
- R-503 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, mileage 19.60 Empress Subd., near Pennant, Sask.
- R-504 November 3 — Approving changes in the automatic protection at the crossing of the C.P.R. and Speedvale Avenue, Guelph, Ont. mileage 32.74 Goderich Subd.
- R-505 November 3 — Authorizing the removal of the speed limitation at the crossing of the C.P.R., mileage 89.05 Sherbrooke Subd., and Highway No. 1 in Magog, P.Q.
- R-506 November 3 — Authorizing the Quebec Department of Roads to widen Seraphine Range Road where it crosses the C.P.R. St. Ange Gardien, P.Q. at mileage 7.38 St. Guillaume Subd.
- *R-507 November 6 — Declaring the passenger train service between St. John's and Port aux Basques, Nfld. provided by C.N.R. Trains Nos. 101 and 102 and coach service on Mixed Trains Nos. 203 and 204 a passenger train service for the purposes of Sections 314I and 314J of the Railway Act; requiring the Railways to mail a copy of their application, with supporting data, to specific persons; to publish public notice of their application in three consecutive issues of two daily newspapers of St. John's, Nfld; to post a copy of the notice at all stations on the line served by the train services; and to furnish the Committee with certain data (See page 705, 57 RTC).
- R-508 November 6 — Authorizing the Municipality of Metropolitan Toronto to construct a road across the C.N.R. at mileage 5.63 York Subd., in lieu of the unopened road allowance at mileage 5.78 York Subd., in the Borough of Scarborough, Ont. and requiring the Railways to install automatic protection at the crossing, and to protect the crossing with manual flagging protection until the protection has been installed, and amending Order No. 111967 accordingly.

- R-509 November 6 – Amending Order No. 118480 which authorized the Parish of Simonds to construct the highway across the Industrial Spur of the C.N.R. serving the St. John Shipbuilding and Dry Dock Company, west of Bayside Drive, Parish of Simonds, County of St. John, N.B.
- R-510 November 6 – Amending Order No. 125182 which authorized the installation of automatic protection at the crossing of the C.N.R. and MacEwen Road in Summerside, P.E.I. mileage 46.55 Kensington Subd.
- R-511 November 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Ennishore Road near Ennishore Station, N.B. at mileage 176.02 Napadogan Subd.
- R-512 November 6 – Authorizing the Saskatchewan Department of Highways and Transportation to widen Provincial Highway No. 22 where it crosses the C.P.R. between the SW1/4-25-20-11-W2M and the SE1/4-26-20-11-W2M, Sask. at mileage 18.35 Bulyea Subd.
- R-513 November 6 – Authorizing the R.M. of Lacadena No. 228 to construct the municipal grid road across the C.P.R. north of the NE1/4-22-21-15-W3M, Sask. at mileage 41.08 Matador Subd. and requiring the Railway to close the crossing at mileage 41.1.
- R-514 November 6 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 68 in Noyan, P.Q. mileage 22.88 Swanton Subd.
- R-515 November 6 – Declaring the crossing of the public road and the C.N.R. between Lots 11 and 12, Concession 18, near Val Rita, Township of Owen, Ont. at mileage 76.09 Kapuskasing Subd. to be a public crossing.
- R-516 November 6 – Declaring the crossing of the public road and the C.N.R. in Lot 6, Concession 6, Township of Idington, Ont., at mileage 84.10 Kapuskasing Subd. to be a public crossing.
- R-517 November 6 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. mileage 36.8 Mountain Subd. and Anderson Road, Town of Golden, B.C.
- R-518 November 6 – Authorizing the R.M. of Edenwold No. 158, Sask. to widen the municipal road where it crosses the C.P.R. between the SE1/4-32-17-18-W2M and the SW1/4-33-17-18-W2M at mileage 85.69 Indian Head Subd.
- R-519 November 6 – Authorizing the R.M. of Flett's Springs, Sask. to reconstruct the Municipal Road where it crosses the C.N.R. between the

NW1/4-14 and the SW1/4-23-43-20-W2M at mileage 12.71 St. Brieux Subd.

- R-520 November 6 — Approving tolls in Supplement No. 61 to Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-521 November 8 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Millcove Road, in Bedford, P.E.I. mile 8.58 Souris Subd.
- R-522 November 8 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and St. Olivier Road, Parish of St-Anselme, County of Dorchester, P.Q. at mile 203.33 Monk Subd.
- R-523 November 8 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Egypt Side Road Township of Georgina, Ont. mileage 48.46 Bala Subd. and at the crossing of their railway and Town Line Road between the Townships of Georgina and Scott, Ont. mileage 48.26.
- R-524 November 8 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Jean Baptiste Boulevard, City of Pointe-aux-Trembles, P.Q. mile 2.78 Longue Pointe Subd.
- R-525 November 8 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Boulevard Gerard Cadieux, Beauharnois, P.Q. mileage 5.39 Beauharnois Subd.
- R-526 November 8 — Authorizing the Quebec Department of Roads to widen and improve the crossing of Highway 55 where it crosses the C.N.R. at mile 85.84 Jonquiere Subd., Hebertville Station, P.Q. and requiring the Railways to improve the automatic protection.
- R-527 November 8 — Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Syndicat Coöperatif de Telephone de St-Jean Baptiste Anse St-Jean.
- R-528 November 8 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and 103rd Street, City of Edmonton, Alta. mile 97.17 Leduc Subd.
- R-529 November 8 — Approving the restricted clearances on the siding serving the Kootenay Forest Products Limited, at mileage 135.52 Nelson Subd. C.P.R. City of Nelson, B.C. provided signs indicating less than standard clearances are erected.

- R-530 November 8 — Approving toll to Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-531 November 8 — Authorizing the R.M. of Cymri No. 36, Sask. to widen and improve the municipal road where it crosses the C.P.R. between the NE1/4-21-6-12-W2M and the SE1/4-28-6-12-W2 M, at mileage 102.12 Portal Subd.
- R-532 November 8 — Authorizing the C.P.R. to operate its engines, cars and trains under the conveyor which crosses over the branch line serving Allan Potash Mines Limited, which commences at mileage 83.12 Sutherland Subd. Sask.
- R-533 November 8 — Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and Station Road between Lots 22 and 23, Township of Haldimand, Ont. mileage 256.30 Kingston Subd. to the crossing of their railway and Havelock Street, Town of Cobourg, Ont. mileage 0.36 Harbour Branch which commences at mileage 264.35 Kingston Subd.
- R-534 November 8 — Authorizing the removal of the speed limitation at the crossing of the Grand Falls Central Railway, mileage 12.75 Grand Falls Division, and Highway No. 42, Nfld.
- R-535 November 8 — Requiring the Hydro Quebec to remove or relocate their facilities to permit the reconstruction of the overhead bridge carrying Charest Boulevard West across and over the C.P.R., City of Quebec, P.Q. at mileage 0.40 Wolfe's Cove Branch.
- R-536 November 8 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 62 in Eldorado, Ont. at mileage 71.34 Marmora Subd.
- R-537 November 8 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-538 November 8 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 28 (Bridge Street), Bancroft, Ont. mileage 116.18 Marmora Subd.
- R-539 November 8 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 62, south of Bancroft, Ont. at mileage 114.98, Marmora Subd.
- R-540 November 8 — Approving the proposed relocation of the flammable liquid storage facilities of Imperial Oil Limited at Waskada, Man. near mileage 17.34 Lyleton Subd. C.P.R.

- R-541 November 8 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Texaco Canada Limited, at Boissevain, Man. near mileage 69.92 Napinka Subd. C.P.R.
- R-542 November 8 — Approving the location of the proposed additional 1,000 Imperial gallon flammable liquid horizontal storage tank, new pumping and tank truck transfer facilities of Shell Canada Limited at Greenstreet, Sask. near mileage 18.7 Big Gully Subd. C.P.R.
- R-543 November 8 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-544 November 8 — Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone du Nord de Quebec Limitee (Division de Chibougamau).
- R-545 November 8 — Authorizing the R.M. of Spy Hill No. 152, Sask. to improve the sight lines at the crossing of Municipal Road and the C.N.R. in the SE1/4-3-18-30, WPM at mileage 216.02 Rivers Subd.
- R-546 November 8 — Authorizing the Ontario Department of Highways to widen Highway No. 33 where it crosses the C.N.R. at mile 0.54 Bethlehem Steel Spur, Marmora Subd. near Picton, Ont. and requiring the Railways to relocate and revise the automatic crossing protection to provide for the widened road.
- R-547 November 8 — Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Carlingview Drive, Township of Etobicoke, Ont. mileage 13.06 Weston Subd.
- R-548 November 8 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. mileage 80.15 Cartier Subd. and Regent Street, Sudbury, Ont.
- R-549 November 8 — Requiring the Toronto, Hamilton and Buffalo Railway Company to install automatic protection at the crossing of its railway and Broad Street, Town of Dunnville, Ont. mileage 14.38 Dunnville Subd.
- R-550 November 8 — Authorizing the C.N.R. to remove the agent at Wekusko, Man., mileage 81.2 Wekusko Subd.
- R-551 November 9 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 242 first east of Bagot Station, Man. mileage 71.10 Carberry Subd.
- R-552 November 10 — Authorizing the Corporation of the Town of Burlington, Ont. to construct a diversion road connecting Job's Lane

with King Road, eliminating the level crossing of Job's Lane and the C.N.R. at mileage 33.02 Oakville Subd. and requiring the Railways to close the existing crossing.

- R-553 November 14 — Amending Order No. 116422 which authorized the removal of a speed restriction at the crossing of the C.N.R. and Highway No. 49 at Manseau, P.Q. mileage 52.57 Drummondville Subd.
- R-554 November 14 — Authorizing the C.N.R. to remove the station agent at Albanel, P.Q. at mileage 47.8 Roberval Subd. provided a resident caretaker is appointed.
- R-555 November 14 — Authorizing the Quebec Department of Roads to widen and improve Chemin Sud Riviere du Nord where it crosses the C.P.R., Municipality of Piedmont, County of Terrebonne, P.Q. at mile 25.73 Ste. Agathe Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-556 November 14 — Authorizing the Department of Indian Affairs and Northern Development to construct an access road across the British Yukon Railway Company (White Pass and Yukon Route) at Whitehorse, Yukon Territory, and requiring the Railway to install automatic protection at the said crossing.
- R-557 November 14 — Approving the changes in the automatic protection at the crossing of the Esquimalt & Nanaimo Railway and Island Highway near Craig, B.C. mileage 91.9 Victoria Subd.
- R-558 November 14 — Authorizing the City of Kingston, Ont. to widen Elliot Avenue where it crosses the C.N.R. mileage 172.72 Kingston Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-559 November 14 — Authorizing the City of Chatham, Ont. to reconstruct Park Avenue East where it crosses the Chesapeake and Ohio Railway Company, mileage 17.6 No. 2 Subd. and requiring the Railway to relocate and revise the existing protection to permit the said reconstruction.
- R-560 November 14 — Imposing a speed restriction on all trains of the C.P.R. to a maximum of 10 miles per hour at the crossing of 43rd Avenue East, in Claresholm, Alta. at mileage 81.23 MacLeod Subd.
- R-561 November 14 — Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Leamy Road, City of Hull, P.Q. at mileage 116.9 Lachute Subd. to the crossing

of its railway and Newman Avenue, Town of LaSalle, P.Q. at mileage 0.66 LaSalle Loop Line, which commences at mileage 42.04 Adirondack Subd.

- R-562 November 14 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Highway No. 14 in Bredenbury, Sask. at mile 0.44 Bredenbury Southerly Branch.
- R-563 November 14 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 11th Street in Saskatoon, Sask. mileage 0.73 Warman Subd.
- R-564 November 14 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and the highway at mileage 85.3 Kingston Subd. to another crossing at mileage 1.83 Hanley Spur which commences at mileage 172.70 Kingston Subd. Ont.
- R-565 November 14 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Aylmer Road at Chase, B.C. mileage 93.36 Shuswap Subd.
- R-566 November 14 — Authorizing the Grand Falls Central Railway Company to install automatic protection at the crossing of its railway and Highway No. 2 in Bishop's Falls, Nfld. mileage 7.3 Grand Falls Subd.
- R-567 November 14 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Victoria Subd., B.C.
- R-568 November 14 — Authorizing the Township of Albion, Ont. to reconstruct the Township Road where it crosses the Railways of the C.P.R. and the C.N.R. between Concessions 8 and 9 in Lot 26, County of Peel, mileage 31.31 MacTier Subd. (C.P.R.) and mileage 50.75 Beeton Subd. (C.N.R.) and requiring the C.P.R. to install automatic protection at the said crossings.
- R-569 November 14 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the St-Raymond-Riviere-a-Pierre Road in the Parish of St. Leonard, P.Q. at mile 42.29 St. Raymond Subd.
- R-570 November 14 — Authorizing the Township of Onondaga, Ont. to reconstruct the Old Onondaga Road where it crosses the C.N.R., County of Brant, at mileage 69.53 Dunnville Subd. and requiring the Railways to install automatic protection at the said crossing.

- R-571 November 14 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and northsouth Municipal Road, District of Wainwright No. 61 near Greenshields, Alta. at mileage 134.60 Wainwright Subd., and requiring the Railways to relocate the reflectorized signs to another crossing at mile 50.23 Dodsland Subd. Sask.
- R-572 November 14 – Approving the tolls in Supplement No. 24 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-573 November 14 – Authorizing the C.N.R. to relocate the reflectorized signs at the crossing at mileage 229.31 Kingston Subd. to another crossing of their railway and Bettes Street at mileage 0.24 Belleville City Branch which commences at mileage 220.50 Kingston Subd., Ont.
- R-574 November 14 – Authorizing the Barrie Suburban Roads Commission to construct an overhead bridge to carry County Road No. 20 (Shanty Bay Road) across and over the C.N.R. in Lot 1, Concession 1E, Township of Oro, County of Simcoe, Ont. at mileage 67.09 Newmarket Subd. and to remove the overhead bridge at mileage 67.23; and upon completion authorizing the Railways to close County Road No. 20 crossing at mileage 67.23 Newmarket Subd.
- R-575 November 14 – Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the highway and their railway at mileage 56.65 Kingston Subd., Ont. to another crossing at mileage 1.81 Hanley Spur which commences at mileage 172.70 Kingston Subd., Ont.
- R-576 November 14 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 2nd Line Road, East of Peel, Ont. mile 13.36 Halton Subd.
- R-577 November 14 – Authorizing the British Columbia Department of Highways to construct an overhead bridge to carry Golden access road across and over the C.P.R. at Golden, B.C. at mileage 35.3 Mountain Subd. eliminating the crossing at mileage 35.0 Mountain Subd. and upon completion, requiring the Railway to close the existing crossing.
- R-578 November 15 – Authorizing the C.N.R. to reconstruct their bridge over Silver Creek at mileage 24.6 Goderich Subd., near Seaforth, Ont. and to operate their engines, cars and trains over the said bridge during the period of reconstruction.

- R-579 November 15 — Approving tolls in Supplement No. 42 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-580 November 15 — Authorizing the removal of the speed limitation at the crossing of the highway and the C.P.R. mile 6.03 Brockville Subd. and 3/4 mile north of Jasper, Ont.
- R-581 November 15 — Approving the location of the proposed new 14 foot by 28 foot office building and existing tank truck transfer facilities for flammable liquids of Imperial Oil Limited at Westlock, Alta. near mileage 52.2 Edmonton Subd. Northern Alberta Railways Company.
- R-582 November 15 — Approving the proposed new 14 foot by 28 foot office building and existing tank truck flammable liquid transfer facilities of Imperial Oil Limited, at Leduc, Alta., near mileage 79.33 Leduc Subd. C.P.R.
- R-583 November 15 — Approving toll to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-584 November 15 — Approving changes in the automatic protection at the crossing of the C.N.R. and Boundary Street in Prescott, Ont. mile 112.95 Kingston Subd.
- R-585 November 15 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and No. 32 Side Road, Township of Chinguacousy, mileage 18.40 Orangeville Subd. Ont.
- R-586 November 15 — Authorizing the Township of Essa, Ont. to reconstruct the 3rd Concession Road where it crosses the C.P.R. between Lot 4, Concession 2, and Lot 4, Concession 3.
- R-587 November 15 — Amending Order No. 122890 which authorized the Quebec Department of Roads to reconstruct and improve the existing overhead bridge carrying Boulevard Charest Ouest across and over the C.P.R., City of Quebec, P.Q. mileage 0.40 Wolfe's Cove Branch, and rescinding authority of Order No. 123409.
- R-588 November 15 — Authorizing the C.N.R. to construct a private siding across Weddell Place, City of Kelowna, B.C. at mileage 0.06 of the said private siding which commences at mileage 0.23 Loop Track, off mileage 118.02 Okanagan Subd.
- R-589 November 16 — Authorizing the C.N.R. to construct an additional track across the public road at mileage 0.02 on the industrial lead track commencing at mileage 0.90 of the Industrial Lead serving Northwestern Pulp and Power Limited, off mileage 184.53 Edson Subd., Town of Hinton, Alta.

- R-590 November 16 -- Amending Order No. 124761 which authorized the construction of 11th Street across the C.N.R., City of Drumheller, Alta. mileage 53.16 Drumheller Subd.
- R-591 November 16 -- Approving the changes in the C.N.R. signals on the Wainwright Subd. at Biggar, Sask.
- R-592 November 16 -- Authorizing the Quebec Department of Roads to construct a subway to carry Highway No. 6 (Gaboury Boulevard) across and under the C.N.R., Town of Mont-Joli, County of Rimouski, P.Q. at mileage 105.80 Mont Joli Subd. eliminating the existing level crossing.
- R-593 November 17 -- Approving the location of the proposed new 14 foot by 28 foot office building of Imperial Oil Limited at Creelman, Sask. near mileage 16.0 Tyvan Subd. C.P.R.
- R-594 November 17 -- Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-595 November 17 -- Approving the proposed location of the new 14 foot by 28 foot office building and existing flammable liquid tank truck loading facilities of Imperial Oil Limited at Balcarres, Sask. near mileage 25.0 Bulyea Subd. C.P.R.
- R-596 November 17 -- Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Fairview, Alta. near mileage 97.4 Peace River Subd. and rescinding authority of Orders No. 85075 and 62147. N.A.R.
- R-597 November 17 -- Approving the location of the proposed Ammonium Nitrate storage facility of the National Grain Company Limited at Peace River, Alta. near mileage 49.23 Peace River Subd. Northern Alberta Railways Company.
- R-598 November 17 -- Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid vertical storage tanks and existing tank truck loading facilities of Imperial Oil Limited at Rocanville, Sask. at mileage 52.6 Neudorf Subd. C.P.R.
- R-599 November 17 -- Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid vertical storage tank and existing tank truck loading facilities of Imperial Oil Limited at Grayson, Sask. near mileage 108.35 Neudorf Subd. C.P.R.
- R-600 November 17 -- Authorizing the Township of Murray, Ont. to widen English Settlement Road where it crosses the C.N.R. at mileage 237.03 Kingston Subd. and the C.P.R. at mileage 107.73

Belleville Subd.; and requiring both Railways to install automatic protection at the said crossings.

- R-601 November 17 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and No. 5 Sideroad between Lots 5 and 6, Concession 3 Township of Esquesing, Ont. at mileage 32.24 Halton Subd.
- R-602 November 17 — Approving tolls in Supplement No. 17 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-603 November 17 — Authorizing the Ontario Department of Highways to construct a subway to carry Highway Nos. 7 and 15 across and under the C.N.R. in Lot 14, Concession 2, Ottawa Front, Township of Nepean, Ont. at mileage 15.33 Ottawa Subd. eliminating an existing level crossing; authorizing a diversion of Highway Nos. 7 and 15 across the existing track of the C.N.R. and the temporary railway deviation; authorizing the Railways to construct a temporary deviation of their track to permit the construction of the said subway.
- R-604 November 17 — Approving changes to the automatic crossing protection at the crossing of the C.N.R. and Highway 109 in Hudson Bay, Sask. mile 100.89 Erwood Subd.
- R-605 November 17 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its White Fox Subd., Sask.
- R-606 November 17 — Amending Order No. 125445 which approved the Industrial Spur Line of the C.P.R. as constructed, between mileage 1.24 and mileage 1.74, and the crossing at mileage 1.39 between the SE1/4-28-34-27-W2M and the NE1/4-21-34-27-W2M, Sask.
- R-607 November 17 — Approving changes in the automatic protection at the crossing of Bayview Road and the C.P.R., City of Ottawa, Ont. at mileage 0.1 Carleton Spur (formerly Carleton Place Subd.)
- R-608 November 17 — Approving changes in the automatic protection at the crossing of Carruthers Avenue and the C.P.R. City of Ottawa, Ont. at mileage 0.27 Carleton Spur (formerly Carleton Place Subd.)
- R-609 November 20 — Extending the time within which the Cumberland Railway Company is required to install automatic protection at the crossing of its railway and King Edward Street, Town of Glace Bay, N.S. mileage 14.0 Main Line Subd.
- R-610 November 20 — Amending Order No. 125555 which authorized the C.N.R. to remove the station buildings at Bright, Shakespeare,

Lucan, Ailsa Craig, Park Hill, Ripley and Tavistock, Ont., all in the Stratford Master Agency Plan.

- R-611 November 20 – Authorizing Federated Co-operatives Limited to construct a second blow pipeline across and over the C.P.R. at Canoe, B.C. at mileage 56.2 (formerly mileage 56.45) Shuswap Subd.
- R-612 November 20 – Authorizing the City of Regina, Sask. to reconstruct Park Avenue where it crosses the C.P.R., mileage 91.89 Indian Head Subd. and requiring the Railway to relocate and revise the automatic crossing protection to provide for the said reconstructed crossing.
- R-613 November 20 – Authorizing the C.N.R. to improve the view lines at the crossing of their Railway on Concession 2, Township Road, Township of Thorah, Ont. mileage 59.63 Bala Subd.
- R-614 November 20 – Authorizing the Village of Semans, Sask. to reconstruct the Municipal Road where it crosses the C.N.R. between the NW1/4 of Section 14 and the SE1/4-22-28-20-W2M, R.M. of Mount Hope No. 279, at mileage 91.98 Watrous Subd.
- R-615 November 20 – Authorizing the C.P.R. and the Falconbridge Nickel Mines to operate their engines and trains under specific conditions through the interlocking at the crossing of their railways near Falconbridge, Ont. at mileage 6.42 C.P.R.'s Falconbridge Branch Line, and imposing a speed restriction of ten miles per hour within the limits of the interlocking and the governing signal.
- R-616 November 20 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone Woburn.
- R-617 November 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure which carries their track across and over highway No. 58, Town of Thorold, Ont. mileage 5.60 Fonthill Subd.
- R-618 November 20 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of County Road No. 16 and their railway at mileage 74.41 Campbellford Subd. at Omemee, Ont. to another crossing of their railway and Melbourne Street in Lindsay, Ont. at mileage 0.35 River Siding Branch, which commences at mileage 85.57 Campbellford Subd.
- R-619 November 20 – Approving changes in the automatic protection at the crossing of Hinchey Ave. and the C.P.R., City of Ottawa Ont.

at mileage 0.32 Carleton Spur (formerly Carleton Place Subd.)

- R-620 November 20 — Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Vanier Industries Incorporated (formerly Meubles Grenier Inc.,) which commences at mileage 3.09 Laird Subd. and crosses Pruneau Avenue and Desrochers Street, opposite mileages 0.45 and 0.44 Industrial Park Spur in Ville Vanier, P.Q.
- R-621 November 20 — Approving an Agreement, dated August 1, 1966, made between C.P.R., C.N.R. and the Western Union Telegraph Company.
- R-622 November 20 — Approving Traffic Agreement between the Ontario Northland Transportation Commission and Northern Telephone Limited.
- R-623 November 20 — Authorizing the C.N.R. to construct an additional track across Green Road between Lots 20 and 21, Township of Saltfleet, Ont. at mileage 36.40 Grimsby Subd.
- R-624 November 20 — Approving changes in the automatic protection at the crossing of Parkdale Ave. and the C.P.R., City of Ottawa, Ont. at mileage 0.40 Carleton Spur (formerly Carleton Place Subd.)
- R-625 November 21 — Authorizing the British Columbia Department of Highways to construct a highway across the C.N.R. at mileage 36.5 Albreda Subd. and requiring the Railways to close the existing crossing at mileage 35.24 Albreda Subd.
- R-626 November 21 — Authorizing the Department of Highways of the Government of Newfoundland and Labrador to construct the highway from Badger to Buchans across the C.N.R. at Badger, mileage 294.50 Bishop's Falls Subd. and requiring the Railways to close the existing crossing at mileage 294.34 Bishop's Falls Subd.
- R-627 November 22 — Requiring the C.P.R. to improve the automatic protection at the crossing of its railway and Main Street, Town of Gatineau, P.Q. mile 111.91 Lachute Subd.
- R-628 November 22 — Authorizing the Imperial Oil Enterprises Limited to construct a pipe bridge across and over the C.N.R. at mileage 1.02 Farm Track, which commences opposite mileage 0.30 St. Clair Tunnel Subd., City of Sarnia, Ont.
- R-629 November 22 — Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains over the pedestrian subway, in the vicinity of Pine Beach Avenue, City of Dorval, P.Q. at

mileage 11.40 Kingston Subd. (C.N.R.) and mileage 5.95 Winchester Subd. (C.P.R.).

- R-630 November 22 – Extending the time within which the C.N.R. are required to install protection at the crossing of Township Road No. 32 and the railway, Twp. of Woolwich, Ont. mileage 7.28 Waterloo Subd.
- R-631 November 22 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Provincial Road No. 580, Gilbert Plains, Man. mileage 19.92 Togo Subd.
- R-632 November 22 – Authorizing the C.P.R. to relocate a private siding serving Pacific Meat Company Limited to cross South Kent Street, City of Vancouver, B.C. at chainage 2 + 67 of the relocated siding, which commences at mileage 0.23 New Westminster Branch of the Vancouver and Lulu Island Railway.
- R-633 November 22 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Keewatin Subd., Man.
- R-634 November 22 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and the Hoptown Telephone Company Limited.
- R-635 November 22 – Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Manitoulin Island Rural Telephone Company Limited.
- R-636 November 22 – Authorizing the Manar Properties of Alberta Limited to construct a railway tunnel adjoining a proposed building known as Strathcona House, off Saskatchewan Drive, to carry the main track of the C.P.R. at mileage 97.89 Leduc Subd., City of Edmonton, Alta.
- R-637 November 22 – Authorizing the C.P.R. to construct a bridge over the Columbia River at Revelstoke, B.C. mileage 1.7 Shuswap Subd. and to construct a deviation of its track from mileage 1.3 to mileage 2.0.
- R-638 November 22 – Authorizing the C.N.R. to remove the station building and replace it with a freight and passenger shelter at Hodgson, Man., mileage 80.9 Inwood Subd.
- R-639 November 22 – Authorizing the City of Edmonton, Alta. to construct a subway to carry relocated Highway No. 14 across and under the C.P.R. mileage 170.05 Willingdon Subd. eliminating the existing crossing at mileage 170.31, authorizing the Railway

- to construct a temporary deviation and to remove same and to relocate its track to its permanent location on the sub-way and to close the existing crossing at mileage 170.31.
- R-640 November 22 – Rescinding authority of Order R-494 re relocation of flammable liquid tank car unloading rack at Spiritwood, Sask. near mileage 49.52 Amiens Subd. C.N.R.
- R-641 November 22 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-642 November 22 – Approving toll to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-643 November 22 – Approving toll to Tariff filed by the Canada and Gulf Terminal Railway Company under Section 8 of the M.F.R.A. and rescinding authority of Order R-490.
- R-644 November 22 – Approving toll in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-645 November 22 – Approving toll in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-646 November 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. mileage 15.91 Cowan Subd. and the highway, 1.1 miles north of Sifton Junction, Man.
- R-647 November 23 – Authorizing the R.M. of Weyburn No. 67 Sask. to construct a municipal road across the C.P.R. between the NW1/4 of Sec. 18-8-15-W2M and the NE1/4 of Sec. 13-8-16-W2M mileage 7.93 Assiniboia Subd.
- R-648 November 23 – Assessing the cost of maintenance of the crossing of the C.N.R. and the highway at mileage 106.34 Joliette Subd. (formerly mileage 4.51 L'Assomption Subd.) on the C.N.R. and the Municipal Corporation of Sacre-Coeur de Jesus, P.Q. and amending Order 91465.
- R-649 November 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Public Road Crossing, Concession Road, Township of Whitchurch, mileage 35.10 Bala Subd., Pine Orchard, Ont.
- R-650 November 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Township Road at mileage 54.56 Newmarket Subd. Township of Innisfil, Ont.

- R-651 November 23 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Public Road, Township of Rama, Longford, Ont. mileage 93.76, Newmarket Subd.
- R-652 November 23 — Amending Order 115802 which authorized the Town of Paris, Ont. to reconstruct and improve the subway carrying Grand River Street across and under the C.N.R. at mileage 30.2 Dundas Subd.
- R-653 November 23 — Authorizing the Town of Brampton, Ont. to construct a subway to carry Kennedy Road across and under the C.N.R. at mileage 14.32 Halton Subd. eliminating an existing level crossing; authorizing the Railways to temporarily divert their tracks; authorizing the Town to temporarily divert Kennedy road across the Railways at two locations; requiring the Railways to relocate the existing automatic protection to the temporary level crossing and to close the existing crossing; and upon completion of the subway to remove the temporary deviation, to relocate their track to its permanent location on the subway and to close the temporary detour of Kennedy Road.
- R-654 November 23 — Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and the Brockville Road Rural Telephone Company Limited.
- R-655 November 23 — Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and the Wollaston Telephone System.
- R-656 November 23 — Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of St. Joseph.
- R-657 November 23 — Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone d'Arthabaska Ltee.
- R-658 November 23 — Approving Alternate Appendix "B" to Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone du Chateau Richer Enrg.
- R-659 November 24 — Authorizing the C.N.R. to operate their engines, cars and trains on the St. Romuald Industrial Park Spur, which commences at mileage 5.62 St. Romuald Subd. across Second Street Commercials and Trans-Canada Highway at mileages 0.76 and 0.87 of the said spur, City of St. Romuald, County

of Levis, P.Q. and requiring flagging protection for all rail movements over the crossing at mileage 0.87 until the automatic protection is installed.

- R-660 November 24 — Declaring the crossing of the C.N.R. and Johnston Street in the Town of Fergus, Ont. at mileage 46.32 Fergus Subd. to be a public crossing; requiring the Railways to improve and reinstate the crossing; authorizing the Town to widen and improve the approaches and imposing a speed restriction of ten miles per hour over the said crossing.
- R-661 November 27 — Amending Order 118321 which authorized the C.N.R. to reconstruct and improve the pedestrian subway carrying Neeve Street across and under their tracks, City of Guelph, Ont. at mileage 48.68 Guelph Subd.
- R-662 November 27 — Approving changes in the signals of the Quebec North Shore and Labrador Railway Company, P.Q. between mileages 20 and 40.
- R-663 November 27 — Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-664 November 27 — Authorizing the City of Kingston, Ont. to widen and improve Montreal Street where it crosses the C.P.R. at mileage 102.20 Kingston Subd.
- R-665 November 27 — Authorizing the C.N.R. to construct an additional track across the unopened road allowance between the SE1/4 of Sec. 34 and the SW1/4-35-54-2-W5M, County of Lac Ste. Anne No. 28, Alta. mileage 29.62 Sangudo Subd.
- R-666 November 27 — Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying an access road across and over their track at mileage 329.3 Herchmer Subd. near Gillam, Man.
- R-667 November 27 — Authorizing the C.N.R. to construct a bridge to carry an additional track across and over Black River, P.Q. at mileage 101.63 Drummondville Subd.
- R-668 November 27 — Rescinding the authority of Order 94331 which approved the location of additional facilities of Lloydminster Development Company Ltd. at Blackfoot, Alta. for the handling and storage of flammable liquids near the tracks of the C.N.R.
- R-669 November 27 — Authorizing the Alberta Department of Highways to construct a road across the Northern Alberta Railways Company at mileage 193.39 Slave Lake Subd. between the NW1/4 of

Sec. 16 and the NE 1/4 of Sec. 17-73-10-W5M, in Local Improvement District No. 124, Alta.

- R-670 November 27 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Rock Creek at mileage 20.42 Carmi Subd. in Westbridge, B.C. and to relocate the reflectorized signs to another crossing at mileage 24.25 Cascade Subd. B.C.
- R-671 November 27 — Authorizing the C.P.R. to operate its engines, cars and trains on the reconstructed subway carrying its railway across and over Tanneries Street, Village of Roxton Falls, County of Shefford, P.Q. at mileage 28.81 Drummondville Subd. (formerly mileage 35.6 Drummondville Subd.)
- R-672 November 27 — Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving Tidewater Oil (Canada) Company Limited, which commences at mileage 12.86 Park Avenue Subd. and crosses Francis Hughes Street, City of Laval, P.Q. at mileage 0.28 of the said siding, and requiring all train movements to be manually flagged by a member of the train crew.
- R-673 November 27 — Approving tolls in Supplement No. 42 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-674 November 27 — Approving toll to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-675 November 27 — Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- *R-676 November 27 — Recommending to the Governor in Council for sanction an agreement between the C.P.R. and The Montreal and Atlantic Railway Company. (See page 708, 57 RTC).
- *R-677 November 27 — Recommending to the Governor in Council for sanction an agreement between the C.P.R. and The Manitoba and North Western Railway Company of Canada. (See page 709, 57 RTC).
- R-678 November 27 — Authorizing the Quebec Department of Roads to construct an overhead bridge to carry Joliette By-pass Road across and over the C.N.R. in the Municipality of the Parish of Notre-Dame des Prairies, County of Joliette, P.Q. mileage 100.19 Joliette Subd.
- R-679 November 27 — Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of the Lake Erie and Northern

Railway Company between mileage 2.45 and mileage 4.10, Township of North Dumfries, Ont.

- R-680 November 27 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Kenwood Realty which commences at mileage 0.97, Humphries Spur, off mileage 122.30, Springhill Subd. and crosses Somers Drive at mileage 0.23 of the said siding, City of Moncton, N.B.
- R-681 November 27 – Extending the time within which the C.N.R. are required to install protection at the crossing of their railway and Beechwood Road, City of Niagara Falls, Ont. mileage 5.45 Welland Subd.
- R-682 November 27 – Authorizing the C.P.R. to operate its engines cars and trains over the bridge at mileage 0.7 Quebec Central Connection which carries its track across and over Wellington Street City of Sherbrooke P.Q. and the track of the C.N.R. at mileage 46.16 Sherbrooke Subd., and authorizing the C.N.R. to operate under the said bridge.
- R-683 November 27 – Approving the location of the proposed and existing diesel fuel oil storage and transfer facilities of the C.N.R. at Spadina Coach Yard, Toronto. Ont. near mileage 0.70 Oakville Subd.
- R-684 November 27 – Approving the location of the proposed additional 1,000 Imperial gallon flammable liquid horizontal storage tank and existing tank truck transfer facilities of Imperial Oil Limited at Eastend, Sask. near mileage 23.15 Altawan Subd. C.P.R.
- R-685 November 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Munroe Lake Road, twelve miles south of Cranbrook, B.C. mileage 12.0 Nelson Subd.
- R-686 November 27 – Authorizing the removal of the speed limitation at the crossing of the Napierville Junction Railway Company at St. Michel Road, St. Mathieu, P.Q. mileage 22.85 Delson and Rouses Point Subd.
- R-687 November 27 – Authorizing the removal of the speed limitation at the crossing of the C.P.R., mileage 114.46 Lachute Subd. and St. Antoine Road, West Templeton, P. Q
- R-688 November 27 – Authorizing the C.N.R. to relocate the existing reflectorized signs from the crossing of Victoria County Road No. 7 and their railway in Omemee, Ont. mileage 76.86 Campbellford

Subd. to another crossing of their railway and Durham Street in Lindsay, Ont. at mileage 0.24 River Siding Branch, off mileage 85.57 Campbellford Subd.

- R-689 November 27 – Authorizing the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and County Road in Lot 7, Concession 2, Township of Front of Yonge, United Counties of Leeds and Grenville, Ont. mileage 134.16 Kingston Subd. to another crossing at mileage 1.72 Hanley Spur which commences at mileage 172.70 Kingston Subd. Ont.
- R-690 November 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 364 near Balgonie, Sask. mileage 78.50 Indian Head Subd.
- R-691 November 27 – Authorizing the Township of Amabel, Ont. to widen Township Road where it crosses the C.N.R. at mileage 58.91 Owen Sound Subd.
- R-692 November 27 – Approving By-Law No. (1967)-6669 enacted by the City of Guelph, Ont. which prohibits the sounding of any engine whistle at the crossing shown in Schedule "A".
- R-693 November 28 – Authorizing the Town of Georgetown, Ont. to reconstruct and improve the overhead bridge carrying Main Street across and over the C.N.R. at mileage 24.07 Halton Subd. and authorizing the construction of a temporary overhead bridge of Main Street across and over the Railways.
- R-694 November 29 – Approving Supplement No. 2 to Service Station Contract between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Wilmot.
- R-695 November 29 – Approving tolls to Tariff filed by the Dominion Atlantic Railway Company under Sections 3 and 8 of the M.F.R.A.
- R-696 November 29 – Approving toll to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-697 November 29 – Authorizing the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Birmingham Street at mileage 1.85 North and Northwest Spur, City of Hamilton, Ont. to another crossing of their railway and Barton Street, at mileage 0.13 Caroline Street Spur, off mileage 38.92 Oakville Subd.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-715

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

J.M. WOODARD

W.R. IRWIN

IN THE MATTER OF the railway bridge destroyed by fire on May 19, 1967 at mile 36.9 of the Chelan Subdivision of the Canadian National Railways; and

IN THE MATTER OF the operation of the said Chelan Subdivision, being a branch line listed in the "Abandonment of Branch Lines Prohibition Order" by Order in Council P.C. 1967-570 dated the 23rd day of March 1967:

File No. 49316

WHEREAS the railway bridge at mile 36.9 Chelan Subdivision of the Canadian National Railways, near Chelan, in the Province of Saskatchewan, which forms part of the branch line between Reserve and Crooked River, both in the Province of Saskatchewan, was destroyed by fire in the month of May, 1967; and

WHEREAS the operation of the said branch line or any part thereof cannot be abandoned before the 31st day of December 1974; and

WHEREAS for the proper operation of the said branch line and in the public interest it is considered necessary that the said bridge be reconstructed—

The Railway Transport Committee of the Canadian Transport Commission orders that:

1. Within three months from the date of this Order, Canadian National Railways shall reconstruct the railway bridge at mile 36.9 of their Chelan Subdivision near Chelan, in the Province of Saskatchewan.

57 R.T.C.

2. The said bridge shall be constructed in accordance with the standard specifications and plans approved by the Board of Transport Commissioners for Canada.

3. Upon the completion of the bridge, the Canadian National Railways shall notify the Committee and apply for the issuance of an Operating Order.

4. Upon the issuance of an Operating Order by the Committee, the Canadian National Railways shall reinstate the passenger-train service on the said branch line and shall resume the operation of the said line and shall give the same type of rail services thereon as it was giving before the said bridge was destroyed.

Dated at Ottawa, this 1st day of December, 1967.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-751

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

J.M. WOODARD

*IN THE MATTER OF General
Order No. 0-26, Air Pollution and
Smoke Control Regulations:*

Case 3023

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Air Pollution and Smoke Control Regulations established and prescribed by General Order No.0-26, of The Board of Transport Commissioners for Canada, are amended as follows:

1. Paragraph (c) of Clause 2 of the Regulations is rescinded and the following substituted therefor:

(c) “municipal officer” means a duly appointed officer of a municipal smoke abatement bureau or like department of a municipality and in a municipality where no smoke abatement bureau or like department exists means a person duly appointed by the municipality for purposes of smoke control and in the Province of Ontario it includes a provincial officer as designated in The Air Pollution Control Act, 1967, of that province.

2. Clause 3 of the said Air Pollution and Smoke Control Regulations is rescinded and the following substituted therefor:

3. These Regulations apply to all railway companies subject to the Railway Act but they apply only in municipalities that have passed, or may hereafter pass, by-laws for the regulation, control or prohibition of smoke or other air pollutants, and that have, or may hereafter have, a municipal officer, and in the Province of Ontario they apply also in those areas in which regulations made under The Air Pollution Control Act, 1967, are in force.

Dated at Ottawa, this 5th day of December, 1967.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-851

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application of the Canadian National Railways under Section 252 of the Railway Act to permanently convert the Lift Bridge over the Lachine Canal at mileage 1.11 Montreal Subdivision into a fixed bridge: ,

File No. 42314

WHEREAS Section 252(2) of the Railway Act, being Chapter 234 of the Revised Statutes of Canada 1952 provides:

“(2) No company shall substitute any swing, draw or movable bridge for any fixed or permanent bridge already built and constructed without the previous consent of the Governor in Council.”; and

WHEREAS the Canadian National Railways advise that the eastern end of the Lachine Canal at Montreal was to be closed permanently to navigation after February 1, 1965 and that consequently, there is no need to have the said bridge movable; and

WHEREAS the Canadian National Railways, pursuant to said Section 252(2) of the Railway Act are seeking the necessary approval to permanently convert the said lift bridge into a fixed bridge;

The Railway Transport Committee of the Canadian Transport Commission REPORTS AND RECOMMENDS to His Excellency the Governor in Council that the Canadian National Railways be authorized to permanently convert the lift bridge over the Lachine Canal at mileage 1.11 Montreal Subdivision of the Canadian National Railways into a fixed bridge.

Dated at Ottawa, this 13th day of December, 1967.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-923

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

W.R. IRWIN

IN THE MATTER OF the application of the Canadian Freight Association, on behalf of Canadian National Railways and Canadian Pacific Railway Company, under Section 353 of the Railway Act, for authority to publish a rate of 78 cents per ton of 2,000 pounds on Ore, Copper-Nickel, carload minimum weight 80,000 pounds, between Clara Belle, Ontario and Falconbridge, Ontario, subject to a released valuation of \$5.00 per ton 2,000 pounds:

File No. 40615.14

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian National Railways and the Canadian Pacific Railway Company are authorized to publish a rate of 78 cents per ton of 2,000 pounds on Ore, Copper-Nickel, carload minimum weight 80,000 pounds, between Clara Belle, Ontario and Falconbridge, Ontario, subject to a released valuation of \$5.00 per ton of 2,000 pounds.

Dated at Ottawa, this 20th day of December, 1967.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-924

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK
J.M. WOODARD

IN THE MATTER OF the application of the Canadian Freight Association (Western Lines), under Section 353 of the Railway Act, for authority to publish carload rates on Zinc Concentrates from Mileage 60.6 (Peace River Subdivision), Alberta, to Valleyfield, Quebec, subject to valuations shown:

File No. 40615.15

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian Freight Association (Western Lines) is authorized to publish the following carload rates, subject to valuations shown, on Zinc Concentrates from Mileage 60.6 (Peace River Subdivision), Alberta, to Valleyfield, Quebec, such rates to be referenced "Proportional rates, applicable only on shipments originating at Pine Point, North West Territories":

<u>Rate per ton of 2,000 pounds</u>	<u>When valuation per ton of 2,000 pounds does not exceed</u>
\$25.89	\$ 70.00
26.99	80.00
28.00	90.00
29.10	100.00
30.21	110.00
31.20	120.00
32.12	130.00
33.23	140.00
35.11	150.00
42.63	200.00

The above rates are not subject to Canadian Freight Association Tariffs of Increased Rates and Charges Nos. 84-A, 85 and 86, Agent G.H. Mitchell's C.T.C. Nos. (F) 668, 743 and 747, respectively, but are subject to Canadian Freight Association Tariff of Reduced Rates No. 76-D, Agent G.H. Mitchell's C.T.C. (F) No. 719.

Dated at Ottawa, this 20th day of December, 1967.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-952

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF General Order No. T-23 of The Board of Transport Commissioners for Canada, Regulations Governing Baggage Car Traffic:

File No. 23328

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Rule 17 of General Order No. T-23 of The Board of Transport Commissioners for Canada is amended:

(1) By striking out paragraph (b) and substituting the following therefor: “(b) Passengers en route to or from overseas points outside Canada (except points in the United States, Alaska and Mexico) will be allowed free baggage weight of 250 pounds, not exceeding One Hundred Dollars (\$100) in value, for each adult passenger, and 125 pounds, not exceeding Fifty Dollars (\$50) in value, for each child travelling on a half-fare ticket.

To secure these allowances, Outbound passengers must present, at time of checking, a through rail ticket to port or point of exit, and a ticket or prepaid order for a ticket covering overseas passage via ocean ship or air service from port or point of exit. Inbound passengers must present, at time of checking, a through rail ticket from port or point of entry to baggage-checking destination and proof of passage by ship or air service from overseas to the port or point of entry. Rail tickets must be endorsed “Overseas”.”

(2) By striking out paragraphs (c) and (d).

2. This Order shall come into force on the 1st day of January, 1968.

Dated at Ottawa, this 22nd day of December, 1967.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-961

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN
J.E. DUMONTIER
A.S. KIRK

IN THE MATTER OF Order No. 122872 dated December 6, 1966, of The Board of Transport Commissioners for Canada and Order No. 123294 dated January 24, 1967, of the said Board; and

IN THE MATTER OF the application of December 7, 1967, of the British Columbia Telephone Company under the provisions of Chapter 66 of the Statutes of Canada, 6-7 Geo. V, as amended by Chapter 86 of II Geo. VI, Chapter 85 of 15 Geo. VI, Chapter 4 and 6 Eliz. II and Chapter 66 of 8-9 Eliz. II for an Order approving the agreements whereby British Columbia Telephone Company proposes to purchase the balance of the ordinary shares of Okanagan Telephone Company (herein and sometimes called "common shares") from the holders thereof.

File No. 29885.13

WHEREAS by Order No. 122872 dated December 6, 1966, of The Board of Transport Commissioners for Canada, approval was given to the agreements whereby British Columbia Telephone Company proposed to purchase from the holders thereof common shares of Okanagan Telephone Company for the price of \$27.30 per share in accordance with certain terms and conditions; and

WHEREAS by Order No. 123294, dated January 24, 1967, of the said Board approval was given to the agreement dated December 21, 1966, whereby British Columbia Telephone Company undertook to purchase from Pemberton Securities Limited such common shares of Okanagan Telephone Company as were acquired by Pemberton Securities Limited from the holders thereof at a price of \$27.30 per share or the purchase price paid by Pemberton Securities Limited, whichever was the lesser, plus

in either case the sum of 22 1/2 cents per each said share in accordance with the terms and conditions of the said agreement; and

WHEREAS the said agreement, dated December 21, 1966, terminates on December 31, 1967, and as of December 7, 1967, there were 25 holders with a total of 1,847 shares of Okanagan Telephone Company which had not yet been purchased—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. British Columbia Telephone Company is authorized to purchase, up to and including December 31, 1968, directly from the holders thereof, at a price not to exceed \$27.30 per share, any or all of the 1,847 shares of Okanagan Telephone Company that the said British Columbia Telephone Company has not as yet been able to purchase pursuant to the said Order No. 123294.

2. British Columbia Telephone Company shall report to the Railway Transport Committee, at the end of each quarter, beginning March 31, 1968, the number of shares acquired under the terms of this Order and the prices paid for such shares.

Dated at Ottawa, this 27th day of December, 1967.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-976

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN

A.S. KIRK

IN THE MATTER OF General Order No. T-23 of The Board of Transport Commissioners for Canada, Regulations Governing Baggage Car Traffic:

File No. 23328

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Rule 26(h) of General Order No. T-23 of The Board of Transport Commissioners for Canada is amended by striking out therein the word "twelve" and substituting therefor the word "three".

Dated at Ottawa, this 28th day of December, 1967.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, OCTOBER, 1967
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	275	11	268
Level Crossing Accidents	<u>37</u>	<u>19</u>	<u>31</u>
	<u>312</u>	<u>30</u>	<u>299</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	84
Employees	1	179
Others	<u>29</u>	<u>36</u>
	<u>30</u>	<u>299</u>

Of the 37 accidents at Highway Crossings, 27 occurred where standard railway crossing signs are located, 10 where additional forms of protection are in use, 24 after Sunrise and 13 after Sunset.

Ottawa, Ont.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, NOVEMBER, 1967

RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	233	4	287
Level Crossing Accidents	52	15	58
	<u>285</u>	<u>19</u>	<u>345</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	98
Employees	2	180
Others	17	67
	<u>19</u>	<u>345</u>

Of the 52 accidents at Highway Crossings, 29 occurred where standard railway crossing signs are located, 23 where additional forms of protection are in use, 30 after Sunrise and 22 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(* Denotes Order printed in full)

- R-698 November 29 — Approving Alternate Appendix "B" to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Ephrem d'Upton.
- R-699 November 29 — Approving Supplement No. 2 to Service Station Contract between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Wilmot.
- R-700 November 29 — Authorizing the C.P.R. to reconstruct and improve the subway which carries Blue Beach Road across and under the track of the Dominion Atlantic Railway at Blue Beach, County of Kings, N.S.
- R-701 November 29 — Extending the time within which the Toronto, Hamilton and Buffalo Railway Company is required to install automatic protection at the crossing of its railway and Strathearne Avenue at mileage 0.98 and the C.N.R. at mileage 0.89 Industrial Spur, City of Hamilton, Ont.
- R-702 November 29 — Amending Order 120305 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 17, Butze, Alta. mileage 103.05 Wainwright Subd.
- R-703 November 29 — Authorizing the Borough of Scarborough Ont. to reconstruct Brimley Road where it crosses the C.N.R., County of York, mileage 324.22 Kingston Subd. and requiring the Railways to relocate the existing automatic crossing protection.
- R-704 November 29 — Apportioning the cost of removing or relocating the facilities of The Bell Telephone Company of Canada and Hydro-Quebec in connection with the construction of a subway across and under the C.P.R. between the City of Cote St-Luc and the City of Montreal, P.Q. mileage 44.98 Adirondack Subd.
- R-705 November 29 — Authorizing the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and the Westminster Highway, Township of Richmond, B.C. mileage 0.87 Ewan Branch, Lafarge Spur off mileage 5.28 Lulu Island Branch to another crossing at mileage 21.27 Haight Subd., Alta.

- R-706 November 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway near Pelican, Ont. mileage 5.04 Redditt Subd.
- R-707 November 29 — Authorizing the Ontario Department of Highways to construct a subway carrying Highway 24 (Norfolk Street) across and under the C.N.R. in Simcoe, Ont. at mileage 73.18 Cayuga Subd., eliminating an existing crossing at grade; to construct two temporary crossings at grade by diverting Highway 24 across the existing track and the temporary deviation of the C.N.R.; authorizing the Railways to construct a temporary rail deviation; and requiring the Railways to protect both crossings; upon completion of the subway to remove the protections, relocate the track to its permanent location and to close the temporary diversion of Highway 24.
- R-708 November 29 — Authorizing the C.N.R. to operate their engines, cars and trains over the crossing of their railway and Lacroix Street City of Chatham, Ont. mileage 61.92 Chatham Subd. at a speed no greater than thirty miles per hour westward and thirty-five miles per hour eastward, and rescinding authority of Order 78618.
- R-709 November 29 — Amending Order 123233 which authorized the Borough of North York (formerly the Township of North York) Ont. to construct a subway to carry Finch Avenue West across and under the C.P.R. at mileage 7.81 MacTier Subd. eliminating the existing crossing.
- R-710 November 29 — Extending the time within which the C.N.R. are required to install automatic protection at the crossings of their railway and Bruce County Roads No. 7 and No. 6 at mileages 49.59 and 49.47 respectively Kincardine Subd. in the Village of Ripley, County of Bruce, Ont.
- R-711 November 29 — Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone du Nord de Quebec Limitee (Division de Chibougamau).
- R-712 November 29 — Authorizing the C.N.R. to remove the agent at Milverton, Ont. provided a resident on-hand representative is appointed.
- R-713 November 29 — Authorizing the Township of Burford, Ont. to reconstruct Township Road where it crosses the C.N.R. mileage 16.99 Burford Subd., between Lots 18 and 19, Concession 11, County of Brant.

- R-714 November 30 — Authorizing the C.P.R. and C.N.R. to operate their engines, cars and trains (a) on the Ellwood Subd. (formerly Prescott Subd. of C.P.R.) (b) on the temporary diversion of the main line and (c) on the relocated track in the vicinity of Ottawa West Station, Ont.
- *R-715 December 1 — Requiring the C.N.R. to reconstruct the railway bridge at mile 36.9 of their Chelan Subd. near Chelan, Sask. and upon the issuance of an Operating Order to reinstate the passenger-train service of the same type of rail services as formerly provided. (See page 741, 57 R.T.C.)
- R-716 December 4 — Authorizing the removal of the speed limitation at the crossing of the New York Central Railway, and Port Dover Road, Waterford, Ont. mileage N.F. 65.51.
- R-717 December 4 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and First Street, in London, Ont. mileage 111.63 Galt Subd.
- R-718 December 4 — Authorizing the City of Port Moody, B.C. to construct an overhead bridge carrying Moody Street across and over the C.P.R. at mileage 115.65 Cascade Subd. eliminating existing level crossings of Kyle and Queens Streets at mileages 115.95 and 116.06 respectively Cascade Subd., and upon completion requiring the Railway to close the existing level crossings.
- R-719 December 4 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, Town of Renfrew, Ont. at mileage 56.84 Chalk River Subd.
- R-720 December 4 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the United Farmers of Alberta Co-operative Limited at Glendon, Alta., near mileage 18.78 Bonnyville Subd. C.N.R.
- R-721 December 4 — Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid storage tank of Imperial Oil Limited, at Byemoor, Alta. near mileage 34.0 Endiang Subd. C.N.R.
- R-722 December 4 — Approving location of the flammable liquid transfer facilities of Imperial Oil Limited located on the right of way of the C.P.R. at East Florenceville, N.B. near mileage 74.9 Shogomoc Subd.

- R-723 December 4 — Approving the location of the proposed additional 14 foot by 28 foot office building and existing tank truck loading racks of Imperial Oil Limited at Bredenbury, Sask., near mileage 118.6 Bredenbury Subd. C.P.R.
- R-724 December 4 — Approving the location of the proposed additional 1,000 Imperial gallon flammable liquid horizontal storage tank and the existing tank truck transfer facilities of Imperial Oil Limited at Cadillac, Sask., near mileage 82.34 Shaunavon Subd. C.P.R.
- R-725 December 4 — Authorizing the C.N.R. to remove the agent at Rochebeaucourt, P.Q. at mileage 18.7 Kiask Falls Subd. provided a caretaker is appointed.
- R-726 December 4 — Authorizing the C.P.R. to remove the agent at Pointe au Baril, Ont. mileage 48.5 Parry Sound Subd. provided an on-hand representative is appointed.
- R-727 December 4 — Approving the Algoma Central Railway Telegraph Tariff C.T.C. (TG) No. 1 filed to become effective on January 15, 1968.
- R-728 December 4 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-729 December 4 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at mileage 31.28 Newmarket Subd., at Aurora, Ont.
- R-730 December 4 — Approving Supplement No. 13 to Traffic Agreement between The Bell Telephone Company of Canada and the Thamesville Telephone Company Limited.
- R-731 December 4 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Snowflake Subd., Man.
- R-732 December 4 — Authorizing the Alberta Department of Highways to widen 50th Street where it crosses the C.P.R. at mile 76.72 Taber Subd., Town of Taber, Alta. and requiring the Railway to relocate and revise the automatic crossing protection.
- R-733 December 4 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Victoria Road, City of Guelph, Ont., at mileage 47.6 Guelph Subd.
- R-734 December 4 — Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone du Nord de Quebec Limitee (Division de Val d'Or).

- R-735 December 4 — Approving Traffic Agreement and Supplements No. 1, 2 and 3 between The Bell Telephone Company of Canada and Le Telephone du Nord de Quebec Inc.
- R-736 December 4 — Amending Order 124866 which authorized the Quebec Department of Roads to relocate and widen Ste-Agathe-Val David Road where it crosses the C.P.R., Municipality of the Parish of Ste-Agathe, P.Q. mileage 41.65 Ste-Agathe Subd. and to install automatic protection at the said crossing.
- R-737 December 4 — Authorizing the C.N.R. to remove the agent at Cap St-Ignace, P.Q. mileage 71.2 Montmagny Subd. provided a resident caretaker is appointed.
- R-738 December 4 — Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Manyberries, Alta. near mileage 121.77 Altawan Subd. and rescinding the authority of Order 115874. C.P.R.
- R-739 December 4 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Boom House Road, Atholville, N.B. mile 3.12 Mont Joli Subd.
- R-740 December 5 — Approving By-Law No. 64 of the Town of Candiac, P.Q. which prohibits the sounding of engine whistles. C.N.R., C.P.R.
- R-741 December 5 — Approving the changes in the automatic protection at the crossing of the C.N.R. and County Road No. 13, Bells Corners, Ont. mile 15.09 Ottawa Subd.
- R-742 December 5 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Beard's Lane, Woodstock, Ont. mileage 47.9 Dundas Subd.
- R-743 December 5 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Tisdale Subd., Sask.
- R-744 December 5 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, Jacobson Corner, Ont. at mileage 8.91 Webbwood Subd.
- R-745 December 5 — Amending Order R-416 which authorized the C.P.R. to close the crossing of its railway and the highway in the Town of Espanola, Township of Merritt, Ont. at mileage 43.88 Webbwood Subd.

- R-746 December 5 — Authorizing the British Columbia Department of Highways to construct an access road across the C.P.R. near Spuzzum, B.C. at mileage 16.5 Cascade Subd.
- R-747 December 5 — Approving tolls in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-748 December 5 — Approving tolls in Supplement No. 13 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-749 December 5 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, 1.8 miles east of Shakespeare, Ont. at mileage 80.3 Guelph Subd.
- R-750 December 5 — Rescinding authority of Order 105062 re fixing a speed of 15 miles per hour over the crossing of the C.N.R. and the highway at Durham, N.B. mileage 95.24 Nashwaak Subd.
- *R-751 December 5 — Amending The Air Pollution and Smoke Control Regulations established and prescribed by General Order No. 0-26. (See page 743, 57 R.T.C.)
- R-752 December 5 — Authorizing the C.P.R. to make changes to its signals on the Nipigon Subd., Ont. between mileages 0.0 and 128.0. and imposing a speed restriction of twenty miles per hour between mileages 0.0 and 0.3.
- R-753 December 6 — Authorizing the Quebec Department of Roads to improve the south approach on Moulin Rouge Road where it crosses the C.P.R., Municipality of Ste-Marthe-du-Cap-de-la-Madeleine, County of Champlain, P.Q. at mileage 88.97 Quebec Subd.; requiring the Municipality to improve the north approach and requiring the Railway to install automatic protection at the said crossing.
- R-754 December 6 — Amending Order 124476 which authorized the City of Cote St. Luc and the City of Montreal to construct a subway to carry Cote St. Luc Road across and under the C.P.R. at mileage 44.98 Adirondack Subd., P.Q.
- R-755 December 7 — Approving tolls to Tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-756 December 7 — Approving tolls in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

- R-757 December 7 — Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-758 December 7 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-759 December 7 — Authorizing the Quebec Department of Roads to realign Augusta Concession Road where it crosses the C.N.R. in the Parish of Ste-Angele, Maskinonge County, P.Q. at mileage 72.12 Joliette Subd. and requiring the Railways to relocate the automatic crossing protection.
- R-760 December 7 — Authorizing the removal of the speed limitation at the crossing of the Chesapeake and Ohio Railway Company, and Highway No. 3 at Oldcastle, Ont. mileage 7.92 Subd. No. 1.
- R-761 December 7 — Authorizing the Township of Stephenson, Ont. to improve the vision at the crossing of the C.N.R. and Township Road (Old Muskoka Road), District of Muskoka, mileage 138.07 New-market Subd.
- R-762 December 7 — Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone Milot Inc.
- R-763 December 7 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Markham Road, Town of Richmond Hill, Ont. mileage 20.85 Bala Subd.
- R-764 December 7 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Lyon Street, Town of Virden, Man. mileage 47.06 Broadview Subd.
- R-765 December 7 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 27.4 Telkwa Subd., B.C.
- R-766 December 7 — Amending Order 125033 which authorized the City of Edmonton Alta. to construct the east lane of 149th Street across the C.N.R. at mileage 5.88 "B" Line Edmonton Terminal Subd. and authorizing the Railways to install automatic protection at the said crossing.
- R-767 December 7 — Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and The Pontiac Rural Telephone Company Limited.
- R-768 December 7 — Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Region de Kamouraska).

- R-769 December 7 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Campbell's Bay Rural Telephone Company Limited.
- R-770 December 7 — Extending the time within which the New York Central System is required to install automatic protection at the crossing of its railway and Moore Street, City of St. Thomas, Ont. mileage 115.35 Main Line Subd.
- R-771 December 7 — Authorizing the Trans-Canada Pipe Lines Limited to construct a 24-inch high pressure natural gas pipe line across and under the C.N.R. in Lot 27, Concession 8, Township of Markham, Ont. mileage 42.89 Uxbridge Subd.
- R-772 December 7 — Amending Order No. R-154 which authorized the London Suburban Roads Commission to construct an overhead bridge to carry Suburban Road No. 14 across and over the C.N.R. in Lot 22, Concession 2, Township of Caradoc, County of Middlesex, Ont. at mileage 3.32 Longwood Subd.
- R-773 December 7 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 81.5 Skeena Subd. B.C.
- R-774 December 7 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileage 4.23 and mileage 4.71 on the east side of its Boissevain Subd. Man.
- R-775 December 8 — Authorizing the C.N.R. to improve the existing automatic protection at the crossing of their railway and St. Laurent Street in the City of Levis, P.Q. at mileage 2.90 St. Romuald Subd.
- R-776 December 8 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ellis Street, City of Kelowna, B.C. at mileage 118.91 Okanagan Subd.
- R-777 December 8 — Authorizing the C.N.R. to improve the existing automatic protection at the crossing of their railway and St. Laurent Street, City of Levis, P.Q. at mileage 3.43 St. Romuald Subd.
- R-778 December 8 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. 4.49 miles South of Centralia, Ont. mileage 17.51 Exeter Subd.,
- R-779 December 8 — Rescinding authority of Order 121857 and authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 39 where it crosses the C.P.R. in the SE1/4 of Sec. 20-8-14-W2M Sask. at mileage 0.11 Assiniboia Subd.

- R-780 December 8 — Authorizing the Quebec Department of Roads to widen and improve Proulx Road where it crosses the C.N.R. in the Municipality of Deschambault, County of Portneuf, P.Q. at mileage 33.08 La Tuque Subd. and requiring the Railways to install automatic crossing protection.
- R-781 December 8 — Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Quebec Telephone (Division de l'Est).
- R-782 December 8 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and Telecommunications Richelieu Limitee (Division de Sorel).
- R-783 December 8 — Amending Order 115338 which authorized the St. Catharines Suburban Roads Commission to construct a subway to carry Suburban Road No. 11 (Middle Road) across and under the the C.N.R. Township of Louth, County of Lincoln, Ont. at mileage 13.91 Grimsby Subd.
- R-784 December 8 — Approving the connection between the C.N.R. and the Chesapeake and Ohio Railway, on the C.N.R.'s lead track off mileage 15.26 off the St. Clair River Industrial Spur, which commences opposite mileage 0.33 St. Clair Tunnel Subd., Ont.
- R-785 December 8 — Authorizing the C.N.R. to close the crossing of their railway and Smith Street, Town of Port Hope, County of Durham, Ont. at mileage 270.71 Kingston Subd.
- R-786 December 8 — Authorizing the C.P.R. to close the crossing of its railway and Nelson Street, Town of Port Hope, Ont. mileage 140.87 Belleville Subd.
- R-787 December 8 — Amending Order 122841 re the application of the Northern Alberta Railways Company for an extension of permit to locate temporary loading facilities for crude oil and condensate at Hines Creek, Alta. near mileage 112.92 Peace River Subd.
- R-788 December 8 — Approving the location of the liquefied petroleum gas transfer facilities of the Hudson's Bay Oil & Gas Company Ltd. at Elspeth, Alta. near mileage 57.7 Brazeau Subd., and rescinding authority of Order R-24. C.N.R.
- R-789 December 8 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Provost, Alta. near mileage 76.4 Hardisty Subd. C.P.R.

- R-790 December 8 — Approving the location of the proposed Ammonium Nitrate storage facility of the Yorkton Co-operative Association Ltd. at Yorkton, Sask. near mileage 26.0 Wynyard Subd. C.P.R.
- R-791 December 8 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Chemin du Lac (south side), Municipality of St. Theophile du Lac, County of Lavolette, P.Q. at mileage 18.19 Piles Subd.
- R-792 December 8 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway 148, near O'Leary, P.E.I. mile 41.18 Tignish Subd.
- R-793 December 8 — Authorizing the New Brunswick Department of Public Works to construct the highway from Allardville to Nipisiguit River across the C.N.R. Parish of Bathurst, County of Gloucester, N.B. at mileage 96.52 Newcastle Subd. and requiring the Railways to install automatic crossing protection.
- R-794 December 8 — Approving the changes to the automatic crossing protection at the crossing of Westley Road and the C.N.R. east of Lancaster, Ont. at mile 50.64 Kingston Subd.
- R-795 December 8 — Amending Order 123674 which authorized the Quebec Department of Roads to widen the Ste-Agathe-Val-David Road where it crosses the C.P.R. in Val David, P.Q. and authorized the installation of the automatic crossing protection.
- R-796 December 8 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bala Subd., Ont.
- R-797 December 8 — Amending Order 124091 which authorized the installation of automatic protection at the crossing of the C.N.R. and Chaloupe Range Road, Parish of Ste-Elisabeth, P.Q. mileage 98.07 Joliette Subd.
- R-798 December 8 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 4th Concession Road, Township of Kenyon, Ont. at mileage 25.52 Alexandria Subd. and requiring the Railways to extend the crossing planking.
- R-799 December 8 — Authorizing the City of Peterborough, Ont. to widen Park Street where it crosses the C.P.R. at mile 118.42 Havelock Subd. and requiring the Railway to relocate and revise the automatic crossing protection.
- R-800 December 8 — Authorizing the C.P.R. to close the crossing of its railway and Smith Street, Town of Port Hope, County of Durham, Ont. mileage 141.81 Belleville Subd.

- R-801 December 8 — Authorizing the removal of the speed restriction of twenty miles per hour imposed by Order 119828 on the C.N.R. Spur serving Scott Maritimes Pulp Limited off mileage 73.24 Oxford Subd. near Alma in Pictou County N.S.
- R-802 December 8 — Authorizing the Nova Scotia Department of Highways to construct a road diversion connecting Garland Loop Road to Highway No. 14 at Garland, east of Windsor, N.S. eliminating an existing level crossing of the Dominion Atlantic Railway and Garland Loop Road, at mileage 29.37 Halifax Subd. and requiring the Railway to close the existing crossing.
- R-803 December 8 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 200 at Dominion City, Man. mileage 53.41 Emerson Subd. and to relocate the reflectorized signs to another crossing at mileage 51.12 Arborg Subd. Man.
- R-804 December 8 — Authorizing the C.N.R. to relocate the reflectorized crossing signs from the crossing of the West access road and their Railways, in Lamont, Alta. at mileage 92.79 Vegreville Subd. to another crossing at mileage 29.95 Dodsland Subd., Sask.
- R-805 December 8 — Authorizing the C.N.R. to make changes to the signals on their Drummondville Subd., P.Q.
- R-806 December 8 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Trunk Highway No. 67, near Warren, Man. at mileage 25.51 Oak Point Subd. and to relocate the reflectorized signs to another crossing at mileage 10.44 Rhein Subd. Sask.
- R-807 December 8 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Township Road, Township of Kinloss, County of Bruce, 5.2 miles north of Wingham, Ont. at mileage 34.94 Kincardine Subd.
- R-808 December 8 — Authorizing the removal of the speed limitation at the crossing of the C.N.R., and the highway, 1 mile East of Wainfleet, Ont. at mileage 24.48 Dunnville Subd.
- R-809 December 8 — Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and The West Campbell and Mills Telephone Company Limited.
- R-810 December 8 — Requiring the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and Wigle Avenue, Town of Kingsville, Ont. at mileage 31.0, Subd. No. 1.

- R-811 December 8 — Declaring the crossing of Coxmill Road subway across and under the C.N.R. in Lot 23, Concession 13, Township of Innisfil, Ont. a public crossing.
- R-812 December 8 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 41, Parish of St-Antoine-des-Laurentides, Terrebonne County, P.Q. at mileage 28.62 Montfort Subd.
- R-813 December 8 — Amending Order 121792 which authorized the County of Lambton Ont. to widen and improve the approach grades where County Road No. 2 crosses The Chesapeake & Ohio Railway Company between Concessions 11 and 12, Township of Sombra.
- R-814 December 11 — Approving the changes to the signals of the C.N.R. between Eastern Junction and Montreal Yard, P.Q. mileage 142 to mileage 146 Joliette Subd.
- R-815 December 11 — Approving the crossing of Manitou Drive, City of Kitchener, Ont. and the siding serving General Spring Products at mileage 1.51 of the Kitchener Industrial Spur, which commences at mileage 3.96 Waterloo Subd., Galt Branch, C.N.R.
- R-816 December 11 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their Railway and the highway at mileage 2.85 Waterloo Subd. (Galt Branch), City of Waterloo, Ont. to another crossing of their railway and Caroline Street at mileage 1.91 Waterloo Subd. (Elmira Branch).
- R-817 December 11 — Authorizing the C.N.R. to operate their engines, cars and trains over the subway structures carrying their track across and over the Trans-Canada Highway, Municipality of St. Romuald d'Etchemin, P.Q. at mileage 1.25 Bridge Subd.
- R-818 December 11 — Authorizing The Alberta Department of Highways to widen 51st Street where it crosses the C.P.R. in Taber, Alta. at mileage 76.63 Taber Subd. and requiring the Railway to relocate and revise the automatic crossing protection.
- R-819 December 11 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and 57th Avenue, City of Red Deer, Alta. mileage 0.90 Leduc Subd.
- R-820 December 11 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 217 in Arnaud, Man. at mile 45.88 Emerson Subd.

- R-821 December 11 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, near Semans, Sask. mile 93.85 Watrous Subd.
- R-822 December 11 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Station Road, Township of Pickering, County of Ontario, Ont. at mileage 311.44 Kingston Subd. to another crossing of their railway and Dowty Road, in Ajax, Ont. mileage 0.49 Corplastic Lead track, vicinity of mileage 310.29 Kingston Subd.
- R-823 December 11 — Extending the time within which the New York Central System is required to install protection at the crossing of its railway and Young Road, between Lot 19 and Lot B, in Concession 2 from Canboro, Township of Moulton, Ont. mileage 29.74 Main Line Subd.
- R-824 December 11 — Amending Order 122561 which authorized the Dominion Atlantic Railway Company to install automatic protection at the crossing of its railway and New Road in Kings County, N.S. mileage 18.23 Kentville Subd.
- R-825 December 11 — Authorizing the Great Northern Railway to construct a branch line (807.8 feet long) commencing opposite mileage 155.88 on the Seattle to Vancouver Line and ending at mileage 0.21 Burrard Inlet Line, New Westminster District, City of Vancouver, B.C.
- R-826 December 11 — Rescinding authority of Order 88371 which approved the loading site of the C.P.R. to load crude oil into tank cars from tank trucks at Grassy Lake, Alta. mileage 56 Taber Subd.
- R-827 December 11 — Authorizing the C.N.R. to operate their engines, cars, and trains over the subway structure which carries their tracks across and over Highway No. 8, City of Niagara Falls, Ont. at mileage 3.78 Grimsby Subd.
- R-828 December 11 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Lacroix Street, Chatham, Ont. at mileage 64.85 Windsor Subd.
- R-829 December 11 — Approving changes to the automatic protection at the crossing of Front Street and the C.N.R., Town of Orillia, Ont. at mile 86.20 Newmarket Subd.
- R-830 December 11 — Approving changes to the automatic protection at the crossing of the C.N.R. and Rockwood Avenue, City of Fredericton, N.B. mileage 70.60 Oromocto Subd.

- R-831 December 11 - Amending Order R-170 which authorized the Southwest Potash Corporation to work the mines or minerals and any works connected therewith, under or within forty yards adjacent to the C.P.R. in the SW1/4 of Sec. 20-23-1-W2M to the E1/2 of Sec. 18-22-32-WPM, Sask. between mileage 111.48 and mileage 118.6 Bredenbury Subd. and between mileage 0.0 and mileage 4.7 Wynyard Subd.
- R-832 December 11 - Amending Order 120185 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 596 near Minaki, Ont. at mileage 138.82 Redditt Subd.
- R-833 December 11 - Amending Order 120694 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Highway 596 in Pelican Township, Ont. mileage 140.37 Redditt Subd.
- R-834 December 11 - Rescinding authority of Order 84499 which approved the C.N.R. plan submitted by Imperial Oil Ltd. showing the proposed location of pipelines, pumping facilities, warehouse and five 12,940 gallon capacity each vertical storage tanks and unloading point at Ryley, Alta.
- R-835 December 11 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Foremost, Alta. near mileage 35.3 Stirling Subd. C.P.R.
- R-836 December 11 - Authorizing the Nova Scotia Department of Highways to widen and improve Old Bay Road where it crosses the C.N.R. in Boutiliers Point, N.S. mile 22.74 Chester Subd.; requiring the Railways to install automatic crossing protection and to relocate the reflectorized crossing signs to another crossing at mile 0.73 Shelburne Town Spur off mile 51.00 Yarmouth Subd.
- R-837 December 11 - Amending Order 124620 which authorized the Municipal Corporation of Onslow "South Part" P.Q. to improve and widen Hammond Line Road where it crosses the C.P.R. between Lots 16-b and 17-c, Range 4, mileage 28.1 Waltham Subd. and authorized the installation of crossing protection.
- R-838 December 11 - Approving the location of the proposed flammable liquid facilities of the Golden Eagle Refining Company of Canada Limited at Bonavista, Nfld. near mileage 88.0 Bonavista Subd. C.N.R.

- R-839 December 11 – Authorizing the C.N.R. to remove the caretaker at Marcil, P.Q. mileage 16.2 Chandler Subd. and dismissing the application for authority to remove the station building.
- R-840 December 11 – Amending Order 119288 which authorized the installation of automatic protection at the crossing of the C.N.R. and St. Socime Road, in Adamsville, N.B. mileage 18.48 New-castle Subd.
- R-841 December 11 – Authorizing the Quebec Department of Roads to improve Highway No. 34 where it crosses the C.P.R. Municipality of Nantes, County of Frontenac, P.Q. at mileage 3.55 Megantic Subd.
- R-842 December 12 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Clergue Street, Kakabeka Falls, Township of Oliver, Ont., at mileage 22.59 Kashabowie Subd.
- R-843 December 12 – Authorizing the City of Kimberley, B.C. to construct Rotary Drive across the C.P.R. at mileage 17.63 Kimberley Subd.
- R-844 December 12 – Authorizing the Township of Collingwood, Ont. to construct and maintain an access road across the C.N.R. in Lot No. 26, Concession 5, at mileage 40.03 Meaford Subd.
- R-845 December 12 – Authorizing the C.N.R. to make improvements to protection at the crossing of their railway and First Avenue, in Unity, Sask. mileage 58.36 Wainwright Subd.
- R-846 December 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, one mile west of Dunnville Station, Ont. mileage 38.99 Dunnville Subd.
- R-847 December 12 – Authorizing the C.P.R. to make changes to its signals on the Heron Bay Subd. at Schreiber, Ont. and imposing a speed restriction of 20 miles per hour between mileages 117.5 and 118.3 Heron Bay Subd.
- R-848 December 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Regent Street, City of Sudbury, Ont. mileage 80.15 Cartier Subd.
- R-849 December 12 – Amending Order 121034 which authorized the widening of the highway where it crosses the C.N.R., Village of Redditt, Ont., at mileage 122.9 Redditt Subd. and the installation of automatic crossing protection.
- R-850 December 12 – Approving the location of the proposed additional flammable liquid tank car transfer facilities of the Standard Oil Company

Limited of British Columbia at Trail, B.C. mileage 16.42
Rossland Subd. C.P.R.

- *R-851 December 13 — Reporting and recommending to the Governor in Council that the C.N.R. be authorized to permanently convert the lift bridge over the Lachine Canal at mileage 1.11 Montreal Subd. of the C.N.R. into a fixed bridge. (See page 744, 57 R.T.C.)
- R-852 December 13 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 415 at St. Laurent, Man. mileage 53.11 Oak Point Subd.
- R-853 December 13 — Amending Order 113430 which authorized the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 9 across and over the C.P.R. at mileage 32.55 MacTier Subd. and the C.N.R. at mileage 52.01 Beeton Subd. (formerly Milton Subd.) between Lot 5, Concession 1, Township of Tecumseh, County of Simcoe, and Lot 27, Concession 10, Township of Albion, County of Peel, Ont.
- R-854 December 13 — Authorizing the C.N.R. to operate their engines, cars and trains on the private siding serving Allan Potash Mines which crosses the public road between the NW1/4 of Sec. 22 and the SW1/4 of Sec. 27-34-1-W3M, R.M. of Blucher, Sask., at mileage 1.71 of the siding, commencing at mileage 1.29 of the main lead track, which commences opposite mileage 159.96 Watrous Subd.
- R-855 December 13 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 244 at Manitou, Man. mileage 100.83 La Riviere Subd. and to relocate the reflectorized signs to another crossing at mileage 33.12 Varcoe Subd., Man.
- R-856 December 13 — Amending Order 20862 which required the C.N.R. to provide protection at the crossing of Fournier and Browning Avenues (names since changed) in the Town of Carman, Man. and amending Orders 58167, 54750 and 58166 of the Board of Transport Commissioners for Canada.
- R-857 December 13 — Approving 3rd Revised Schedule "A" and 29th Revised Schedule "B" to Agreement between The Bell Telephone Company of Canada and the Canadian Overseas Telecommunication Corporation.

- R-858 December 13 — Approving the location of the flammable liquid bulk storage and transfer facilities of Royalite Oil Company Limited, at Calgary, Alta., near mileage 174.98 Brooks Subd., and rescinding the authority of Orders 107616, 103556, 83198 and 63923. C.P.R.
- R-859 December 13 — Approving changes in the automatic protection at the crossing of the C.N.R. and Concession B Road south of South Parry, Ont. at mile 144.19 Bala Subd.
- R-860 December 13 — Authorizing Duval Corporation to construct a concrete tailings conduit to carry two pipe lines under the C.N.R., in Sask. at mileage 1.13 of the Duval Spur, off mileage 196.43 Watrous Subd.
- R-861 December 13 — Authorizing the Toronto, Hamilton and Buffalo Railway Company to relocate the reflectorized signs from the crossing of its railway and Gage Avenue, City of Hamilton, Ont. mileage 0.36 Short Belt Line to another crossing of its railway and Ogilvie Street, in Dundas, Ont. mileage 2.35 Hamilton and Dundas Branch.
- R-862 December 13 — Approving the construction of an additional C.N.R. track across Ste. Helene Range Road, Parish of Ste. Helene de Bagot, County of Bagot, P.Q. mileage 113.82 Drummondville Subd.
- R-863 December 13 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-864 December 13 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Dure Meadow Road, West of Lumby, B.C. mile 11.86 Lumby Subd. and to relocate the reflectorized signs to another crossing at mile 22.97 of the Windfall Extension off mile 103.28 Sangudo Subd., Alta.
- R-865 December 13 — Apportioning the cost of removing or relocating the facilities of Saskatchewan Government Telephones in connection with the reconstruction of the north approach to the overhead bridge which carries 4th Avenue across and over the C.P.R., City of Moose Jaw, Sask.
- R-866 December 13 — Authorizing the County of Lethbridge No. 26, Alta. to construct a diversion of Rogers Avenue across the C.P.R. Town of Picture Butte, at mileage 12.55 Turin Subd. and requiring the Railway to close the crossing of Rogers Avenue and its railway at mileage 12.43.

- R-867 December 13 — Assessing the cost of maintenance of the crossing and the cost of operation and maintenance of the protection at the crossing of Montee de Liesse Road and the C.N.R. on the City of Pierrefonds P.Q. at mileage 2.69 Montfort Subd. and amending Order No. 93994.
- R-868 December 13 — Authorizing the City of Winnipeg, Man. to construct Hutchings Street across the C.P.R.'s industrial lead track serving Inkster Park Industrial Area which commences at mileage 1.97 Arborg Subd.
- R-869 December 14 — Authorizing the County of Welland Ont. to reconstruct and widen Biggar Road (County Road No. 18) where it crosses the C.N.R. at mileage 10.48 Welland Subd. and requiring the Railways to install automatic crossing protection.
- R-870 December 15 — Authorizing the County of Welland Ont. to reconstruct and widen Darby Road (County Road No. 18) where it crosses the N.Y.C. at mileage 10.78 Main Line Subd. and requiring the Railway to install automatic crossing protection and imposing a speed restriction of twenty-five miles per hour until the said protection is placed in operation.
- R-871 December 15 — Amending Order 122809 which authorized the C.N.R. to reconstruct the bridge carrying the single track of the Fergus Subd. across and over the highway at mileage 45.2 Fergus Subd., Township of Nichol. Ont.
- R-872 December 15 — Authorizing the City of Peterborough, Ont. to widen and improve Armour Road where it crosses the main track and siding of the C.P.R. at mileage 117.12 Havelock Subd.
- R-873 December 15 — Amending Appendix "A" to Order 124575 which authorized the installation of signboards and the marking of such signboards with reflective material at certain highway crossings of the C.N.R. in Canada.
- R-874 December 15 — Authorizing the Newfoundland Department of Highways to widen and improve the overhead bridge carrying Trans-Canada Highway over the C.N.R. at Brigus Junction, at mileage 40.47 St. John Subd.
- R-875 December 15 — Authorizing the Newfoundland Department of Highways to construct roads across the C.N.R. at Norris Arm, Nfld. at mileages 254.09 and 254.74 Clarendville Subd.
- R-876 December 15 — Authorizing the C.P.R. to operate its engines, cars and trains on the industrial lead track which commences at

mileage 71.14 Owen Sound Subd., City of Owen Sound, Ont. and across 28th Street East at mileage 0.17, 32nd Street East at mileage 0.60, 28th Street East (unopened) and along the road allowance of 9th Avenue East.

- R-877 December 15 – Authorizing the Township of Pickering, Ont. to reconstruct and improve the overhead bridge carrying Moore Road across and over the C.N.R. between Lots 28 and 29, Range 3, County of Ontario, at mileage 314.78 Kingston Subd.
- R-878 December 15 – Authorizing the United Counties of Stormont, Dundas and Glengarry Ont. of reconstruct Curry Hill Side Road where it crosses the C.N.R. between Lots 9 and 10, Concession 1, Township of Lancaster at mileage 47.02 Kingston Subd. and requiring the Railways to relocate the existing automatic protection.
- R-879 December 15 – Authorizing the Manitoba Telephone System to operate and maintain the temporary aerial crossing over the C.N.R. approximately 1.4 miles west of Rivers Station at mileage 144.32 Rivers Subd. Man.
- R-880 December 15 – Exempting the C.N.R. from the application of Clause 53(1) of General Order E-14 in respect to the main track switch, provided no engines or trains clear the main track at the siding at mileage 12.4 Newmarket Subd. Ont.
- R-881 December 15 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 51st Avenue, in South Edmonton, Alta. mileage 94.94 Leduc Subd.
- R-882 December 15 – Authorizing the C.P.R. to relocate the reflectorized crossing signs from the crossing of the highway and its Railway at mileage 168.22 Belleville Subd. Ont. to another crossing at mileage 9.20 Eganville Subd. Ont.
- R-883 December 15 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Northwest Bay Road, in Nanoose, B.C. at mileage 87.8 Victoria Subd.
- R-884 December 15 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and McDougall Street in Port Arthur, Ont. mileage 127.06 Nipigon Subd.
- R-885 December 15 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Keil Drive in Chatham, Ont. mileage 65.82 Windsor Subd.

- R-886 December 15 — Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Provincial Trunk Highway No. 10 across and over their track, in the SE1/4 of Sec. 7-67-29-WPM, M.D. of Flin Flon, Man. mileage 84.5 Flin Flon Subd.
- R-887 December 15 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Memorial Avenue, Village of Qualicum Beach, B.C. at mileage 101.6 Victoria Subd.
- R-888 December 15 — Authorizing the C.N.R. to open for the carriage of traffic, their Galt Industrial Lead commencing at mileage 20.44 Fergus Subd., Town of Preston, Ont. and ending at chainage 68 + 75, City of Galt, Ont.
- R-889 December 15 — Approving changes to the automatic protection at the crossing of the C.N.R. and Highway No. 32 Village of St. Liboire, P.Q. mileage 31.90 St. Hyacinthe Subd.
- R-890 December 15 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Mill Street, City of Saint John, N.B. at mileage 0.20 West Saint John Subd.
- R-891 December 15 — Authorizing the Ontario Department of Highways to widen and improve Provincial Highway No. 41 where it crosses the C.P.R. between Lots 10 and 11, Concession 7, Township of Kaladar, Village of Kaladar, Ont. at mileage 46.42 Havelock Subd.
- R-892 December 15 — Exempting the C.N.R. from erecting and maintaining right of way fences on both sides of their right of way between mileage 28.19 and mileage 28.44 on the Exeter Subd., Ont.
- R-893 December 15 — Approving changes in the automatic protection at the crossing of the C.N.R. and Highway 34, Lancaster, Ont. mileage 53.82 Kingston Subd.
- R-894 December 15 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and the public road in Lot 13, Concession 7, Township of Camden, Ont. at mileage 64.8 Belleville Subd.
- R-895 December 15 — Approving changes in the signals between certain mileages on the Quebec North Shore and Labrador Railway Company in the Provinces of Quebec and Newfoundland.
- R-896 December 15 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Pentecostal Road, Township of Hamilton, at mileage 260.70 Kingston Subd.,

- Ont. to another crossing at mileage 0.43 Cobourg Harbour Branch off the Kingston Subd. at mileage 264.35, Ont.
- R-897 December 18 – Authorizing the C.N.R. to open for the carriage of traffic their spur track serving International Minerals and Chemical Corporation (Canada) Limited, Sask. which commences at a point opposite mileage 234.7 Rivers Subd.
- R-898 December 18 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and the highway at mileage 39.27 Wilkie Subd. to another crossing at mileage 61.33, Sask.
- R-899 December 18 – Authorizing the Ontario Department of Highways to widen and improve Neebing Avenue where it crosses the C.N.R., City of Fort William, District of Thunder Bay, Ont. mileage 6.51 Kashabowie Subd. and requiring the Railways to relocate the existing automatic protection.
- R-900 December 18 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of the highway and their railway at mileage 7.53 Uxbridge Subd. to another crossing at mileage 8.30 Cannington Spur off mileage 18.79 Uxbridge Subd., Ont.
- R-901 December 18 – Approving the construction of a retaining wall by the Quebec Department of Roads between Champlain Boulevard and tracks of the C.N.R., City of Sillery, P.Q. opposite mileages 3.55 and 3.43 Champlain Subd.
- R-902 December 18 – Exempting the C.P.R. from erecting and maintaining fences on both sides of its right of way between mileage 32.8 and mileage 33.8 on its Bassano Subd., Alta.
- R-903 December 18 – Authorizing the Quebec Department of Roads to construct a connecting highway between Highway No. 1 and Eastern Townships Autoroute across the C.N.R., Municipality of the Township of Granby, P.Q. at mileage 16.93 West Shefford Subd. and requiring the Railways to install automatic crossing protection.
- R-904 December 18 – Amending Order 115719 which authorized the Township of Whitchurch, Ont. to widen and improve Sideroad 85-86 where it crosses the C.N.R. between Lots 85 and 86, Concession 1, at mileage 31.28 Newmarket Subd.
- R-905 December 18 – Approving Supplement No. 4, Alternate Appendix "B" (1967) and Supplement No. 5 to Traffic Agreement between

The Bell Telephone Company of Canada and the Beatty Telephone System.

- R-906 December 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Mill Street, in Windsor, P.Q. mileage 61.28 Sherbrooke Subd.
- R-907 December 18 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-908 December 18 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and King Street, in Cranbrook, B.C. at mile 99.05 Cranbrook Subd.
- R-909 December 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Du Golf Street, Town of Loretteville, P.Q. mileage 9.20 St. Raymond Subd.
- R-910 December 18 — Approving changes in the automatic protection at the crossing of the C.N.R. and Boulevard des Chutes in Beauport, P.Q. mile 3.00 Murray Bay Subd.
- R-911 December 18 — Authorizing the R.M. of Estevan No. 5 Sask. to widen the municipal road where it crosses the C.P.R. between the NW 1/4 of Sec. 27 and the NE1/4 of Sec. 28-3-9-W2M, at mileage 127.57 Portal Subd.
- R-912 December 18 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Fraser Road, two miles south of Courtenay, B.C. mile 137.6 Victoria Subd.
- R-913 December 18 — Approving tolls to Tariff filed by C.P.R. under Section 8 of the M.F.R.A.
- R-914 December 18 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their Railway and Aberdeen Street, Town of Bridgewater, N.S. mileage 78.04 Chester Subd. to another crossing of their railway and Kennedy Road, Township of Chinguacousy, Ont. at mileage 33.9 Beeton Subd.
- R-915 December 18 — Authorizing the C.P.R. to install automatic protection at the crossing of its railway and the highway, in Lundbreck, Alta. at mileage 72.72 Crowsnest Subd.
- R-916 December 18 — Approving the location of the proposed Diesel fuel oil bulk storage and transfer facilities of the C.N.R. at Prince Albert, Sask. near mileage 160.81 Tisdale Subd., and rescinding authority of Order 83881.
- R-917 December 18 — Approving the less than standard side clearances at the doors of the building on the siding serving Samuel Son & Company

Limited, which commences at mileage 12.87 Park Avenue Subd. C.P.R. City of Laval, P.Q. provided that signs indicating less than standard clearances are erected.

- R-918 December 18 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Township Road No. 16 (Prestonvale Road), between Lots 33 and 34, Concession 1, Township of Darlington, Ont. mileage 170.07 Belleville Subd.
- R-919 December 18 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Hilliers Road, Hilliers, B.C. mileage 7.7 Port Alberni Subd.
- R-920 December 18 – Apportioning the cost of relocating or removing the facilities of the British Columbia Hydro and Power Authority and the British Columbia Telephone Company in connection with the construction of an overhead bridge to carry the Northern Trans-Provincial Highway (Highway No. 16) across and over the C.N.R. at Houston, B.C. at mileage 84.68 Telkwa Subd.
- R-921 December 18 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Garner Road, City of Niagara Falls, Ont. mileage 4.72 Welland Subd.
- R-922 December 18 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of the railway and the highway at mileage 0.44 Bredenbury Southerly Branch, to another crossing at mileage 117.25 Bredenbury Subd. Sask.
- *R-923 December 20 – Authorizing the C.N.R. and the C.P.R. to publish a rate of 78 cents per ton of 2,000 pounds on Ore, Copper-Nickel, carload minimum weight 80,000 pounds, between Clara Belle, and Falconbridge, Ont; (See page 745, 57 R.T.C.)
- *R-924 December 20 – Authorizing the Canadian Freight Association (Western Lines) to publish carload rates on Zinc Concentrates from mileage 60.6 (Peace River Subd.) Alta. to Valleyfield, P.Q. (See page 746, 57 R.T.C.)
- R-925 December 21 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Wawanesa Consumers Co-operative Limited, Town of Wawanesa, Man. near mileage 14.7 Wawanesa Subd. C.N.R.
- R-926 December 22 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Halton County Road No. 1 in Campbellville, Ont. mileage 37.94 Galt Subd.

- R-927 December 22 — Authorizing the R.M. of Prince Albert No. 461, Sask. to reconstruct widen and improve the municipal road where it crosses the C.N.R. between the NW1/4 of Sec. 19-46-26-W2M and the NE1/4 of Sec. 24-46-27-W2M near Red Deer Hill, Sask. at mileage 94.74 Cudworth Subd.
- R-928 December 22 — Approving toll in Supplement No. 18 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-929 December 22 — Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Riviere Delisle Road South, Village of Coteau Station, P.Q. mileage 0.41 Alexandria Subd.
- R-930 December 22 — Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Green Road between Lots 20 and 21, Concession 1, Township of Saltfleet, Ont. mileage 36.40 Grimsby Subd.
- R-931 December 22 — Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Dwyer Hill Road, Ashton, Ont. mile 21.06 Carleton Place Subd.
- R-932 December 22 — Authorizing the Prince Edward Island Department of Highways to widen and improve the road where it crosses the C.N.R. at Vernon River, P.E.I. at mileage 9.14 Murray Harbour Subd.
- R-933 December 22 — Approving the location of the proposed additional flammable liquid bulk storage and existing transfer facilities of Imperial Oil Limited at Parkman, Sask. near mileage 19.9 Lampman Subd. C.N.R.
- R-934 December 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Essa Road, Barrie, Ont. mileage 0.14 Meaford Subd.
- R-935 December 22 — Approving alteration to the facilities of Inland Natural Gas Company Limited in order to permit construction of the subway on 10th Avenue, under the C.P.R. in Kamloops B.C. at mileage 128.02 Shuswap Subd.
- R-936 December 22 — Authorizing the C.P.R. to operate its engines, cars and trains over the subway carrying its tracks across 10th Avenue, Kamloops, B.C. at mileage 128.02 Shuswap Subd.
- R-937 December 22 — Approving Part Profile SP-16-5 of the C.P.R.'s application to relocate the controls of the Walkerville interlocking with the

- C. & O.R. mileage 108.12 Windsor Subd. and the Lakeshore interlocking with the E.T.R. at mileage 109.87 Windsor Subd., to the Windsor Yard office and to make signal changes.
- R-938 December 22 – Authorizing the R.M. of Biggar No. 347, Sask. to construct the Municipal Road across the C.N.R. in the NE1/4 of Sec. 29-35-13-W3M, at mileage 239.61 Watrous Subd. and requiring the Railways to close the existing crossing at mileage 239.58.
- R-939 December 22 – Apportioning the cost of placing reflective markings on the sides of the railway cars of the C.N.R. during the period from January to June, 1967.
- R-940 December 22 – Apportioning the cost of placing reflective markings on the sides of the railway cars of the C.N.R. during the period from July to December 1966.
- R-941 December 22 – Authorizing the Department of Indian Affairs and Northern Development to widen and improve the Third Line Road where it crosses the C.N.R. between Concessions 3 and 4, Township of Oneida, Ont. at mileage 22.96 Hagersville Subd.
- R-942 December 22 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and the north-south Forestry Trunk Road in NW Sec. of 6-51-25-W5M, Alta. at mileage 189.42 Edson Subd. and to relocate the reflectorized signs to another crossing at mile 162.40 Wainwright Subd.,
- R-943 December 22 – Authorizing the Highways Department of Manitoba to reconstruct Provincial Road No. 560 where it crosses the C.P.R. between the SE1/4 of Sec. 32 and the SW1/4 of SEC 33-20-29-WPM, R.M. of Russell at mileage 89.76 Bredenbury Subd.
- R-944 December 22 – Authorizing the City of Magog, P.Q. to widen Lake Street where it crosses the C.P.R. at mileage 86.82 Sherbrooke Subd. and rescinding authority of Order R-271.
- R-945 December 22 – Authorizing the C.P.R. to construct a siding to serve Monsanto Canada Limited across St. Patrick Street, City of LaSalle, Parish of Lachine, P.Q. mileage 0.03 which commences at mileage 2.10 South Bank Branch, and requiring that all train movements be flagged by a member of the train crew.
- R-946 December 22 – Amending Order 123318 which authorized the installation of automatic protection at the crossing of the British Yukon Railway Company and the Access Road to Whitehorse, Y.T. mileage 108.9 White Pass and Yukon Route.
- R-947 December 22 – Approving the relocation of the crossing of the White Pass and Yukon Route of the British Yukon Railway Company and the

Access Road to Whitehorse, Y.T. from mileage 108.4 to mileage 108.9 and the closing of the crossing at mileage 108.4.

- R-948 December 22 - Authorizing the Village of Onoway, Alta. to relocate First Street east across the C.N.R. at mileage 29.30 Sangudo Subd. and requiring the Railways to close the existing crossing at mileage 29.29.
- R-949 December 22 - Apportioning the cost of installation automatic protection at the crossing of Telephone Road and the C.N.R., Township of Murray, Ont. mileage 32.18 Marmora Subd.
- R-950 December 22 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, Nfld., mileage 16.85 St. John's Subd.
- R-951 December 22 - Authorizing the Quebec Department of Roads to construct a highway to connect Highway No. 1 and Eastern Townships Autoroute across the C.N.R. in the Municipality of the Township of Granby, County of Shefford, P.Q. mileage 17.27 Granby Subd. and requiring the Railways to install automatic crossing protection.
- *R-952 December 22 - Amending Rule 17 of General Order No. T-23 of the Board of Transport Commissioners for Canada Regulations Governing Baggage Car Traffic. (See page 748, 57 R.T.C.).
- R-953 December 22 - Approving the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Primate, Sask. near mileage 39.3 Macklin Subd. C.P.R.
- R-954 December 22 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a highway in Cascapedia, P.Q. mile 60.58 Cascapedia Subd.
- R-955 December 22 - Approving Alternate Appendix "B" (1967) and Supplements No. 12, 13 and 14 to Traffic Agreement between The Bell Telephone Company of Canada and the Port Hope Telephone Company Limited.
- R-956 December 22 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 36, first crossing east of Vauxhall, Alta. mileage 49.40 Suffield Subd.
- R-957 December 22 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway in Lacombe, Alta. at mileage 20.77 Leduc Subd.

- R-958 December 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hale Street, in London, Ont. mileage 75.35 Dundas Subd.
- R-959 December 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road at mileage 240.06, Wainwright Subd. Alta.
- R-960 December 27 — Authorizing the reconstruction of the Municipal Road where it crosses the C.N.R. between Sections 5 and 6-49-26-W3M, Village of Marshall, R.M. of Wilton No. 472, Sask. at mileage 72.70 Blackfoot Subd.
- *R-961 December 27 — Authorizing the British Columbia Telephone Company to purchase directly from the holders any or all of the shares of Okanagan Telephone Company that they have not as yet been able to purchase pursuant to Order 123294. (See page 749, 57 R.T.C.)
- R-962 December 27 — Rescinding authority of Order 81711 which approved the proposed location of pipelines, pumphouse, warehouse, four vertical storage tanks and loading and unloading points of Champlain Oil Products Limited near the C.N.R. at Mont Joli, P.Q.
- R-963 December 27 — Authorizing the Quebec Department of Roads to reconstruct and widen Cowansville Road where it crosses the C.P.R. at Rainville, P.Q. at mileage 1.76 Adirondack Subd.
- R-964 December 27 — Authorizing the C.P.R. to relocate the automatic protection at the crossing of its railway and Roy Road, Township of Magog, P.Q. at mileage 88.24 Sherbrooke Subd.
- R-965 December 27 — Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and the highway at mileage 53.98 Varcoe Subd. Man. to another crossing at mileage 44.73.
- R-966 December 27 — Authorizing the Metropolitan Corporation of Greater Winnipeg, Man. to widen Plessis Road (King Street) where it crosses the C.P.R. in Transcona, Man. at mileage 120.8 Keewatin Subd.
- R-967 December 27 — Assessing the cost of maintenance and operation of the automatic protection at the crossing of County Road No. A60 and the C.P.R. at Manvers Station, Ont. mileage 41.83 Peterboro Subd, on the Railway.

- R-968 December 27 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Third Range Road, Municipality of the United Townships of Wendover and Simpson, P.Q. at mileage 95.71 Drummondville Subd.
- R-969 December 27 — Authorizing the Municipality of the Parish of St-Mathias de Cabano, P.Q. to construct a road across the C.N.R. County of Temiscouata at mileage 44.20 Temiscouata Subd.
- R-970 December 27 — Amending Order 118864 which authorized the Township of Caradoc, Ont. to carry out improvements at the crossing of the C.N.R. and Sideroad No. 12 (Christina Road), at mileage 6.84 Longwood Subd.
- R-971 December 27 — Rescinding the authority of Order 125260 which authorized the Saskatchewan Department of Highways and Transportation to construct Highway No. 13 at grade across the C.N.R. in the NE1/4 of Sec. 8-8-2-W2M, Sask. at mileage 36.61 Lampman Subd.
- R-972 December 27 — Authorizing the removal of the speed limitation at the crossing of Grover Road and the C.N.R. at mileage 102.98 Yale Subd., Fort Langley, B.C.
- R-973 December 27 — Approving the location of the proposed new 14 foot by 28 foot office building and existing tank truck loading facilities of Imperial Oil Limited at Morse, Sask. near mileage 73.74 Swift Current Subd. C.P.R.
- R-974 December 27 — Approving, for a specific period, the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Limited at Melfort, Sask. near mileage 82.83 Melfort Subd. C.P.R. provided it complies with all the regulations prescribed by Appendix "A" to General Order 0-33.
- R-975 December 27 — Authorizing the Township of Ancaster, Ont. to reconstruct and improve the Township Road where it crosses the C.N.R. in Concession 1, between the Township of Brantford, County of Brant and the Township of Ancaster, County of Wentworth, at mileage 17.15 Dundas Subd.
- *R-976 December 28 — Amending Rule 26(h) of General Order T-23 of the Board of Transport Commissioners for Canada. Regulations Governing Baggage Car Traffic. (See page 751, 57 R.T.C.)
- R-977 December 29 — Authorizing the Quebec Department of Roads to realign, widen and improve Chaloupe Range Road where it crosses the C.N.R., in the Parish of Ste. Elizabeth, County of Joliette, P.Q. at mileage 98.07 Joliette Subd.

- R-978 December 29 – Authorizing the Borough of North York, Ont. to construct a subway to carry Steeles Avenue East across and under the C.N.R. between the Township of Markham and the Borough of North York, York County, at mileage 15.17 Bala Subd. eliminating an existing crossing; to construct a temporary deviation of Steeles Avenue East across C.N.R.; authorizing the Railways to construct a temporary deviation of their railway across the deviated Steeles Avenue; requiring the Railways to relocate the protection from the existing crossing to the temporary crossing and to protect the existing and temporary crossings by a flagman until automatic protection is in operation; to close the existing crossing, replace their track to their former location and to remove the automatic protection upon completion of the subway.
- R-979 December 29 – Authorizing the Townships of Shackleton and Machin, Ont. to reconstruct and improve the overhead bridge carrying Third Ave. across and over the C.N.R. at Fauquier, Ont. at mileage 49.95 Kapuskasing Subd.; to construct a temporary road across the C.N.R. at mileage 49.69; requiring the C.N.R. to install automatic protection at said crossing and imposing a speed restriction of 10 m.p.h. until the protection is installed, and to close the temporary crossing upon completion of the bridge.
- R-980 December 29 – Amending Order No. 118721 which authorized the Town of Chambly, P.Q. to construct a temporary crossing of Ste. Emilie Street across the C.N.R. mileage 45.38 Granby Subd.
- R-981 December 29 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Highway No. 5, in the Parish of St-Eusebe-de-Stanford, P.Q. at mileage 49.25 Danville Subd.
- R-982 December 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Midland Road near Chipman, N.B. mileage 51.40 Napadogan Subd.
- R-983 December 29 – Approving changes in the automatic protection at the crossing of the C.N.R. and Boyne Avenue, Morris, Man. mileage 37.47 Letellier Subd.
- R-984 December 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Centre Street, Town of Brampton, Ont. mileage 14.78 Halton Subd.

- R-985 December 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Crumlin Sideroad, 3.8 miles west of Dorchester, Ont. mileage 72.32 Dundas Subd.
- R-986 December 29 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bulyea Subd., Sask.
- R-987 December 29 — Exempting the C.N.R. from the application of Clause 53(1) of General Order No. E-14 in respect of the main track switches, provided no engines or trains clear the main track at the siding at mileage 134.9 Kashabowie Subd., Ont.
- R-988 December 29 — Approving the proposed transfer of liquefied petroleum gas between rail mounted tank car, flat car and wayside switch heater storage tanks of the C.N.R. at various locations on the Mountain Region under certain conditions.
- R-989 December 29 — Assessing the cost of construction, maintenance and removal of the temporary diversion of Rivers Subd. authorized by Order 125040, on the Highways Department of Manitoba and authorizing the C.N.R. to construct the temporary diversion of the Rivers Subd. across the public road west of the SE1/4-4-12-7-WPM, R.M. of Portage La Prairie, Man. at mileage 59.21 Rivers Subd.
- R-990 December 29 — Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of its Tisdale Subd. between mileage 48.88 and mileage 49.39, Sask.
- R-991 December 29 — Authorizing the British Columbia Hydro and Power Authority to maintain the existing 18 inch natural gas pipe line under the track of the Great Northern Railway at Slocan Street, Vancouver, B.C. at mileage 154.0 Second Subd.
- R-992 December 29 — Amending Order 110663 which authorized the C.N.R. to construct a bridge over the Keg River, at mileage 126.8 Great Slave Lake Railway, Alta.
- R-993 December 29 — Extending the time within which the C.N.R. are required to install automatic protection at the crossings of their railway and Paisley Street, mileage 30.48 Fergus Subd., Edinburgh Road, mileage 30.45 Fergus Subd. and Aberdeen Street, mileage 30.52 Fergus Subd., all in the City of Guelph, Ont.
- R-994 December 29 — Approving changes in the automatic protection at the crossing of the C.N.R. and Camp Road, Wainwright, Alta., mileage 140.9 Wainwright Subd.

- R-995 December 29 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Centre Street, first crossing east of Station, Bow Island, Alta. at mileage 40.80 Taber Subd.
- R-996 December 29 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 3rd Avenue, East of Vaudreuil, P.Q. mileage 23.57 Kingston Subd.
- R-997 December 29 – Authorizing the C.P.R. to construct a parking and road transportation terminal structure across and over its tracks in the vicinity of the station at Calgary, Alta. near mileage 0.0 Laggan Subd.
- R-998 December 29 – Exempting the C.N.R. from the application of Clause 53(1) of General Order E-14 in respect of the main track switch provided that no engines or trains clear the main track at the siding at mileage 12.95 Halton Subd. Ont.
- R-999 December 29 – Approving changes to the automatic crossing protection at the crossing of the C.N.R. and Highway 79, Bothwell, Ont. mileage 38.90 Chatham Subd.
- R-1000 December 29 – Approving changes to the automatic protection at the crossing of Nipissing Central Railway and Highway No. 66, Swastika, Ont. mileage 0.3 Kirkland Lake Subd.
- R-1001 December 29 – Authorizing the City of Kingston, Ont. to widen and improve Counter Street where it crosses the C.N.R. at mileage 0.44 Aluminum Spur, off mileage 174.23 Kingston Subd, Kingston, Ont.

Note: This concludes Volume 57 R.T.C.

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